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NINETEENTH
ANNUAL REPORT

—OF—

THE BOARD OF DIRECTORS

—OF—

The Philadelphia Maritime Exchange.

Presented to the Exchange April 19, 1894.

PHILADELPHIA:
DANDO PRINTING AND PUBLISHING Co.,
34 SOUTH THIRD STREET.
1894

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OFFICERS AND COMMITTEES
OF
THE PHILADELPHIA MARITIME EXCHANGE.

1894-5.

President.

GEO. E. EARNSHAW.

Treasurer.

DAVID S. STETSON.

Secretary.

E. R. SHARWOOD.

Vice-President.

THOMAS WINSMORE.

Honorary Vice-President.

PHILIP FITZPATRICK.

Assistant Secretary.

ELISHA CROWELL.

Solicitor.

JOHN F. LEWIS.

DIRECTORS.

Until March 31, 1897.

CHAS. E. MATHER,
EDWIN S. CRAMP,
F. A. VON BOYNEBURGK,
JOSIAH MONROE,
JOSEPH A. BALL,
GEO. HARRISS, JR.

Until March 31, 1896.

SAML. T. KERR,
J. N. WALLEM,
J. S. W. HOLTON,
GEO. H. HIGBEE,
L. Y. SCHERMERHORN,
CHAS. F. GILLER,
JOHN H. THOMPSON.

Until March 31, 1895.

DAVID S. STETSON,
S. B. MACDONNELL,
FRANK L. NEALL,
THOMAS WINSMORE,
GEO. E. EARNSHAW,
F. A. CHURCHMAN.

COMMITTEES.

Finance.

JOSIAH MONROE,
JOHN H. THOMPSON,
JOSEPH A. BALL.

Floor and Library.

J. S. W. HOLTON,
SAML. T. KERR,
GEO. HARRISS, JR.

Membership.

CHAS. E. MATHER,
J. N. WALLEM,
F. A. VON BOYNEBURGK.

*Harbor, Pilotage and
Station.*

FRANK L. NEALL,
DAVID S. STETSON,
EDWIN S. CRAMP,
J. S. W. HOLTON,
L. Y. SCHERMERHORN.

*Commerce and Trans-
portation.*

THOMAS WINSMORE,
S. B. MACDONNELL,
F. A. CHURCHMAN,
GEO. H. HIGBEE,
CHAS. F. GILLER.

Executive.

GEO. E. EARNSHAW,
THOMAS WINSMORE,
FRANK L. NEALL,
J. S. W. HOLTON,
CHAS. E. MATHER,
JOSIAH MONROE.

NOTE.—Regular meetings of the Board are held on the **Fourth Monday** of each month (excepting July and August) at **12 o'clock noon**.

OFFICERS AND DIRECTORS
OF
THE PHILADELPHIA MARITIME EXCHANGE
Since its Organization.

1875.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
GEORGE W. MEARS.

TREASURER,
E. W. ADAMS.*
SECRETARY,
FRANK S. URIE.

MANAGERS.

GEO. E. TAYLOR,
HENRY L. GREGG,
WATSON MALONE,
LARS WESTERGAARD,
FRANK L. NEALL,
JAMES O. MCHENRY,

J. C. SCOTT,
SAMUEL D. ADAMS,
WILLIAM CURTIS,
S. FLANAGAN,
DAVID S. STETSON,

EDW. K. STEVENSON,
PHILIP FITZPATRICK.
JOHN B. WATTSON,
GEO. W. GRIFFIN,
W. F. HAGAR.

NOTE:—Mr. John F. Craig was elected Treasurer, November 8, 1875.

1876.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
WILLIAM G. BOULTON.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
FRANK S. URIE.*

MANAGERS.

HENRY L. GREGG,
WATSON MALONE,
LARS WESTERGAARD,
FRANK L. NEALL,
JAMES O. MCHENRY,
SAMUEL D. ADAMS,

DAVID S. STETSON,
EDW. K. STEVENSON,
PHILIP FITZPATRICK,
JOHN B. WATTSON,
GEO. W. GRIFFIN,

W. F. HAGAR,
GEORGE W. MEARS,
JACOB S. WALN,
LAWRENCE JOHNSON,
CHAS. F. SHOENER.

NOTE.—Mr. E. R. Sharwood was elected Secretary March 6, 1877.

1877.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
WILLIAM G. BOULTON.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

MANAGERS.

HENRY L. GREGG,
WATSON MALONE,
LARS WESTERGAARD,
FRANK L. NEALL,
JAMES O. MCHENRY,
SAMUEL D. ADAMS,

EDW. K. STEVENSON,
PHILIP FITZPATRICK,
JOHN B. WATTSON,
GEO. W. GRIFFIN,
W. F. HAGAR,

JACOB S. WALN,
W. W. FRAZIER, Jr.,
S. JENKS SMITH,
S. CASTNER, Jr.,
F. VANDER BUECKEN.

*Resigned.

†Deceased.

1878.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
WILLIAM G. BOULTON.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

MANAGERS.

HENRY L. GREGG,
LARS WESTERGAARD,
FRANK L. NEALL,
JAMES O. MCHENRY,
SAMUEL D. ADAMS,
EDW. K. STEVENSON,

PHILIP FITZPATRICK,
JOHN B. WATTSON,
GEO. W. GRIFFIN,
W. F. HAGAR,
JACOB S. WALN,

S. JENKS SMITH,
S. CASTNER, JR.,
F. VANDER BUECKEN,
JOHN M. SMILEY,
S. S. SCATTERGOOD.

1879.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
WILLIAM G. BOULTON.*

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

MANAGERS.

W. F. HAGAR,
LARS WESTERGAARD,
HENRY L. GREGG,*
PHILIP FITZPATRICK,
FRANK L. NEALL,
EDW. K. STEVENSON,

GEO. W. GRIFFIN,*
S. JENKS SMITH,
JAMES O. MCHENRY,
S. CASTNER, JR.,
JOHN B. WATTSON,

JACOB S. WALN,
FRED. W. TAYLOR,
D. S. STETSON, JR.,
JOHN M. SMILEY,
EDWARD DROUIN.

NOTE.—Mr. Philip Fitzpatrick was elected Vice-President December 15, 1879, and Captain P. A. Decan was elected to the vacancy in the Board.

1880.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

MANAGERS.

EDWARD W. BARKER,
P. A. DECAN,
D. S. STETSON,
THOMAS M. BEELS,
W. F. HAGAR,
S. JENKS SMITH,

FRANK L. NEALL,
J. M. SMILEY,
SAMUEL CASTNER,
WILLIAM BLISS,
FRED. W. TAYLOR,

J. H. CATHERWOOD,
JACOB S. WALN,
EDW. K. STEVENSON,
LARS WESTERGAARD,
J. DE BESSA GUIMARAES.

1881.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

MANAGERS.

LARS WESTERGAARD,
W. F. HAGAR,
FRED. W. TAYLOR,
D. S. STETSON,
FRANK L. NEALL,
EDW. W. BARKER,

THEO. FROTHINGHAM,
J. DE BESSA GUIMARAES,
J. H. CATHERWOOD,
SAMUEL CASTNER,
J. M. SMILEY,

THOMAS M. BEELS,
P. A. DECAN,†
CHAS. GIBBONS, JR.,
EDW. K. STEVENSON,
ISAAC HOUGH.

*Resigned.

†Deceased.

1882.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

DIRECTORS.

LARS WESTERGAARD,
FRANK L. NEALL,*
EDW. K. STEVENSON,
W. F. HAGAR,
J. M. SMILEY,
SAMUEL CASTNER,

FRED. W. TAYLOR,
D. S. STETSON,
J. H. CATHERWOOD,
EDW. W. BARKER,
THOMAS M. BEELS,

J. DE BESSA GUIMARAES,
CHAS. GIBBONS, JR.,
THEO. FROTHINGHAM,
ISAAC HOUGH,
WILLIAM A. PLATT.

NOTE.—Captain Enoch Turley was elected to the vacancy in the Board, but resigned later in the year, and Mr. E. D. Smith was elected in his place.

1883.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
CHARLES GIBBONS, JR.

DIRECTORS.

LARS WESTERGAARD,
W. F. HAGAR,
EDW. K. STEVENSON.
J. M. SMILEY,*
SAMUEL CASTNER,
FRED. W. TAYLOR,*

D. S. STETSON,
J. H. CATHERWOOD,
J. DE BESSA GUIMARAES.
EDW. W. BARKER,
CHARLES GIBBONS, JR.,

THEO. FROTHINGHAM,
ISAAC HOUGH,
WILLIAM A. PLATT,
E. D. SMITH,
F. A. CHURCHMAN.

NOTE.—Messrs. Eben F. Barker and Nicholas Lennig were elected to vacancies in the Board. Mr. Chas. Gibbons, Jr., elected Solicitor of Protective Fund May 28, 1883.

1884.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
JOHN F. CRAIG.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
CHARLES GIBBONS, JR.

DIRECTORS.

F. A. CHURCHMAN,
THEO. FROTHINGHAM,
CHARLES GIBBONS, JR.,
J. DE BESSA GUIMARAES,
EDW. W. BARKER,
D. S. STETSON,

SAMUEL CASTNER,
ISAAC HOUGH,
WILLIAM A. PLATT,
LARS WESTERGAARD,
W. F. HAGAR,

E. D. SMITH,
J. H. CATHERWOOD,
NICHOLAS LENNIG,
S. B. MACDONNELL,*
EBEN F. BARKER,

NOTE.—Mr. Edw. K. Stevenson was elected to the vacancy in the Board.

*Resigned.

†Deceased.

1885.

PRESIDENT,
WILLIAM BROCKIE,
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
JOHN F. CRAIG.*
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,

CHAS. GIBBONS, JR.

DIRECTORS.

S. B. MACDONNELL,
D. S. STETSON,
THEO. FROTHINGHAM,
W. F. HAGAR,*
ISAAC HOUGH,
J. DE BESSA GUIMARAES,

CHAS. GIBBONS, JR.,
EDW. W. BARKER,
NICHOLAS LENNIG,
EDW. K. STEVENSON,
WILLIAM A. PLATT,

F. A. CHURCHMAN,
E. D. SMITH,
LARS WESTERGAARD,
J. H. CATHERWOOD,
GEO. E. BARTOL.

NOTE.—Mr. W. F. Hagar was elected Treasurer April 15, 1885, and Mr. John F. Craig was elected to the vacancy in the Board.

1886.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
GEO. E. BARTOL.*
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,

CHAS. GIBBONS, JR.

DIRECTORS.

F. A. CHURCHMAN,
JOSEPH E. MORSE,
WILLIAM J. LATTA,
EDW. W. BARKER,
D. S. STETSON,
NICHOLAS LENNIG,

THEO. FROTHINGHAM,*
JOHN F. CRAIG,
SAMUEL T. KERR,
ISAAC HOUGH,
CHAS. GIBBONS, JR.,

LARS WESTERGAARD,
FRANK I. NEALL,
J. H. CATHERWOOD,
S. B. MACDONNELL,
WILLIAM A. PLATT,*

NOTE.—Mr. Lars Westergaard was elected Treasurer January 17, 1887, and Messrs. John H. Weeks, Thomas Winsmore and N. McK. Wilson were elected to vacancies in the Board.

1887.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
LARS WESTERGAARD.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,

CHAS. GIBBONS, JR.

DIRECTORS.

SAMUEL T. KERR,
D. S. STETSON,
N. McK. WILSON,
EDW. W. BARKER,
ISAAC HOUGH,
JOHN H. WEEKS,

CHAS. GIBBONS, JR.,
JOSEPH E. MORSE,
THOMAS WINSMORE,
J. H. CATHERWOOD,
NICHOLAS LENNIG,

JOHN F. CRAIG,
S. B. MACDONNELL,
FRANK I. NEALL,
F. A. CHURCHMAN,
WILLIAM J. LATTA.*

NOTE.—Mr. E. A. Hancock was elected to the vacancy in the Board.

*Resigned.

†Deceased.

1888.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
LARS WESTERGAARD.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
CHAS. GIBBONS, JR.†

DIRECTORS.

N. MCK. WILSON,
THOMAS WINSMORE,
EDW. W. BARKER,
JOHN H. WEEKS,
JOSEPH E. MORSE,*
CHAS. GIBBONS, JR.,†

HENRY D. MAY,
ISAAC HOUGH,
D. S. STETSON,
JOHN BRADFORD,
S. B. MACDONNELL,

JOHN F. CRAIG,
A. C. FERGUSON,
FRANK L. NEALL,
J. H. CATHERWOOD,*
F. A. CHURCHMAN,

NOTE.—Messrs. H. A. Berwind, J. Frank McFadden and Samuel T. Kerr were elected to vacancies in the Board. Mr. John F. Lewis was elected Solicitor of Protective Fund October 15, 1888.

1889.

PRESIDENT,
WILLIAM BROCKIE.
VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
LARS WESTERGAARD.
SECRETARY,
E. R. SHARWOOD.

SOLICITOR OF PROTECTIVE FUND,
JOHN F. LEWIS.

DIRECTORS.

J. N. WALLEM,
SAMUEL T. KERR,
GEO. E. EARNSHAW,
A. C. FERGUSON,
N. MCK. WILSON,*
ISAAC HOUGH,

HENRY D. MAY,
EDW. W. BARKER,
THOMAS WINSMORE,
CHAS. E. MATHER,
D. S. STETSON,

S. B. MACDONNELL,
FRANK L. NEALL,
JOHN F. CRAIG,
JOHN H. WEEKS,
J. FRANK MCFADDEN.

NOTE.—Mr. Frank G. Rogers was elected to the vacancy in the Board.

1890.

PRESIDENT,
WILLIAM BROCKIE.†
VICE-PRESIDENT,
PHILIP FITZPATRICK.
TREASURER,
LARS WESTERGAARD.

SECRETARY,
E. R. SHARWOOD.
SOLICITOR OF PROTECTIVE FUND,
JOHN F. LEWIS.
ASSISTANT SECRETARY,
ELISHA CROWELL.

DIRECTORS.

JAMES M. MATTHEWS,*
SAMUEL T. KERR,
F. A. CHURCHMAN,
GEO. D. ALI,*
FRANK L. NEALL,
GEO. E. EARNSHAW,

JOHN H. WEEKS,*
HENRY D. MAY,
D. S. STETSON,
JOHN F. CRAIG,*
A. C. FERGUSON,

J. N. WALLEM,
EDW. W. BARKER,
S. B. MACDONNELL,
THOMAS WINSMORE,
ISAAC HOUGH.

NOTE.—Mr. A. C. Fergusson was elected President November 24, 1890. Messrs. Charles E. Mather, J. Frank McFadden, Frank G. Rogers, Edwin S. Cramp and Walter T. Moore were elected to vacancies in the Board.

*Resigned.

†Deceased.

1891.

PRESIDENT,
A. C. FERGUSSON.
VICE-PRESIDENT,
PHILIP FITZPATRICK.
TREASURER,
LARS WESTERGAARD.

SECRETARY.
E. R. SHARWOOD.
SOLICITOR,
JOHN F. LEWIS.
ASSISTANT SECRETARY,
ELISHA CROWELL.

DIRECTORS.

J. S. W. HOLTON,
FRANK L. NEALL,
S. B. MACDONNELL,
WALTER T. MOORE,*
THOMAS WINSMORE,
EDWIN S. CRAMP,

HENRY D. MAY,
SAMUEL T. KERR,
D. S. STETSON,
EDW. W. BARKER,
GEO. E. EARNSHAW,

F. A. CHURCHMAN,
ISAAC HOUGH,
CHARLES E. MATHER,
J. N. WALLEM,
FRANK G. ROGERS,

NOTE.—Mr. W. W. Frazier was elected to the vacancy in the Board, but declined to accept the seat and Mr. Francis L. Potts was elected in his stead. Mr. John F. Lewis was elected Solicitor of the Exchange, February 23, 1892.

1892.

PRESIDENT,
A. C. FERGUSSON.*
VICE-PRESIDENT,
PHILIP FITZPATRICK.
TREASURER,
LARS WESTERGAARD.†

SECRETARY,
E. R. SHARWOOD.
SOLICITOR,
JOHN F. LEWIS.
ASSISTANT SECRETARY,
ELISHA CROWELL.

DIRECTORS.

FRANK L. NEALL,
F. A. VON BOYNEBURGK,
F. A. CHURCHMAN,
J. S. W. HOLTON,
FRANK G. ROGERS,*
S. B. MACDONNELL,

D. S. STETSON,
EDWIN S. CRAMP,
J. N. WALLEM,
CHARLES E. MATHER,
FRANCIS L. POTTS,

THOMAS WINSMORE,
SAMUEL T. KERR,
GEO. E. EARNSHAW,
B. HUMBURG,
ISAAC HOUGH.

NOTE.—Mr. Geo. E. Earnshaw was elected President June 30, 1892. Messrs. Geo. H. Higbee, L. Y. Schermerhorn and Charles F. Giller were elected to vacancies in the Board.

1893.

PRESIDENT,
GEO. E. EARNSHAW.
VICE-PRESIDENT,
THOMAS WINSMORE.
HONORARY VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
D. S. STETSON.
SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL.

SOLICITOR,
JOHN F. LEWIS.
DIRECTORS.

Until March 31, 1896.

SAMUEL T. KERR,
J. N. WALLEM,
J. S. W. HOLTON,
GEO. H. HIGBEE,
L. Y. SCHERMERHORN,
CHARLES F. GILLER,
JOHN H. THOMPSON,

Until March 31, 1895.

D. S. STETSON,
S. B. MACDONNELL,
FRANK L. NEALL,
THOMAS WINSMORE,
GEO. E. EARNSHAW,
F. A. CHURCHMAN,

Until March 31, 1894.

A. C. FERGUSSON,
CHARLES E. MATHER,
EDWIN S. CRAMP,
F. A. VON BOYNEBURGK,
B. HUMBURG,
JOSIAH MONROE.

NOTE.—Mr. Philip Fitzpatrick elected Honorary Vice-President April 24, 1893.

*Resigned.

†Deceased.

1894.

PRESIDENT,
GEO. E. EARNSHAW,
VICE-PRESIDENT,
THOMAS WINSMORE.
HONORARY VICE-PRESIDENT,
PHILIP FITZPATRICK.

TREASURER,
D. S. STETSON.
SECRETARY,
E. R. SHARWOOD.
ASSISTANT SECRETARY,
ELISHA CROWELL.

SOLICITOR,
JOHN F. LEWIS.

DIRECTORS,

Until March 31, 1897.
CHARLES E. MATHER,
EDWIN S. CRAMP,
F. A. VON BOYNEBURGK,
JOSIAH MONROE,
JOSEPH A. BALL,
GEORGE HARRISS, JR.,

Until March 31, 1896.
SAMUEL T. KERR,
J. N. WALLEM,
J. S. W. HOLTON,
GEO. H. HIGBEE,
L. Y. SCHERMERHORN,
CHARLES F. GILLER,
JOHN H. THOMPSON.

Until March 31, 1895.
D. S. STETSON,
S. B. MACDONNELL,
FRANK L. NEALL,
THOMAS WINSMORE,
GEO. E. EARNSHAW,
F. A. CHURCHMAN.

ANNUAL REPORT
OF THE
Philadelphia Maritime Exchange,
For the Year Ending March 31st, 1894.

The nineteenth annual report of your Board of Directors, for the year ending March 31st, 1894, is submitted with feelings of special gratification that, even during a period of such unusual business depression, the efficiency of the Exchange has been fully maintained, and marked progress been made, particularly in improving the facilities for collecting and disseminating marine news.

A new telegraph cable at the Breakwater and renewal of the landing stage there were principal items of considerable extraordinary expense incurred during the fiscal year. The balance carried forward from the preceding year was fortunately more than sufficient to meet the unusual calls, and left the current income intact for ordinary expenses. Your Board, however, recognized that extraordinary expenses, due mainly to accident, are liable to occur periodically, and that it would be prudent to take steps to increase the fixed resources of the Exchange sufficiently to leave a margin for emergencies.

Your Board has great pleasure in stating that the members have co-operated cordially in inaugurating the new system based on the amendments to the By-Laws adopted February 23d, 1894. A considerable increase in the revenue has thus been already assured, which will provide the needed margin for emergencies. Sixty-four candidates have been nominated for membership, which, allowing for twelve resignations and fourteen transfers, will give a net increase of thirty-eight members. The new system has put the affairs of the Exchange on a business-like basis, and appears to work well and give general satisfaction.

When the privileges of the Exchange were so easily obtained they were not fully appreciated, and it was found in practice that the terms "Member of Firm" and "Member's Clerk" were too indefinite, and were liable to be misconstrued to the detriment of the Exchange's finances.

The new Floor Regulations will cut off some of the abuses of the telephone service, and will also bring in a slight revenue. It was felt that this service could not be entirely discontinued without causing too great inconvenience to members, though it was recognized that unscrupulous individuals might still use it to obtain news by representing themselves to be members. It is hoped that the members themselves will co-operate with the management in trying to prevent any such abuse.

The finances of the Exchange are in a healthy condition, for, in spite of the heavy extraordinary expenses which had to be met during the year, a cash balance of \$392.35 is carried forward to the credit of the next fiscal year.

We regret that the commercial business of the Port does not indicate the state of prosperity that is desirable, and the figures for the past year show a falling off in all lines from 1892, with the exception of Petroleum, in which article there was a gain in exports of 1,341,000 barrels, or over 27 per cent., and our proportion of the total shipments was 38.96 per cent., a gain of .92 per cent. over 1892.

In Grain the exports show not only a large decrease, but our percentage of the total from Atlantic Ports was only 7.59 per cent. as compared with 16.75 per cent. in 1892.

Some of the important questions considered by your Board during the year were :

Revision of By-Laws and Floor Regulations.

On September 25th, 1893, upon the suggestion of the President, a Committee on Ways and Means was appointed to devise means for placing the finances of the Exchange upon a more substantial basis. On December 27th, the Committee presented its report to the Board of Directors making numerous suggestions, some of which necessitated a change in the By-Laws. The recommendations of the Committee were approved by the Board on January 18th and 22d, and the necessary changes in the By-Laws adopted by the Exchange at a Special Meeting on February 23d, 1894. The revised By-Laws and Regulations are printed on pages 30 to 42 of this report.

Contracts with the Philadelphia Associated Press and the United Press.

The news contract entered into eleven years ago with the Philadelphia Associated Press expired on the 28th day of February, 1894, and contracts have been made with the Philadelphia Associated Press and the United

Press for a term of three (3) years from the first day of March, 1894, for supplying to them exclusively the marine news collected by the Exchange. An increase of revenue is obtained under the new contracts.

State Quarantine Board.

A contract was entered into with the State Quarantine Board on August 1st, 1893, to furnish marine reports to it for the term of one year, subject to renewal.

Grain Charter Parties.

Your Board in September last considered the revision of forms of Steam Charter Parties for grain in order to make them conform to the Act of Congress, known as the "Harter Bill" adopted February 13th, 1893. Practically the same forms as those in general use at New York and Baltimore were adopted. A clause incorporated therein reads as follows:

"It is mutually agreed that this shipment is subject to all the terms and provisions of, and all exemptions from liability contained in the Act of Congress, approved on the 13th day of February, 1893, and Bills of Lading are to be issued in conformity with the Act." (**Appendix A.**)

Ocean Bill of Lading.

In September a form of Ocean Bill of Lading, adopted by the Trans-Atlantic Steamship Lines in New York, was submitted to this Exchange for its consideration; said Bill of Lading was specially prepared with a view to conformity with the Act of Congress of the United States, approved February 13th, 1893, known as the "Harter Bill."

After due consideration the form presented was adopted by the Exchange on September 25th, 1893. (**Appendix B.**)

State Quarantine Bill.

The State Quarantine Bill, known as the "Bliss Bill," was approved by the Governor, and became a law on the 5th day of June, 1893. It was printed in full on page 93 in our last report.

The provisions of this Bill, for which the Exchange was largely responsible, were favorably criticised by the local press, and the Exchange is to be

congratulated on the part it took in framing the measure. The Bill provides that the President of The Philadelphia Maritime Exchange, or a member to be designated by him, shall be one of the seven (7) members of the State Quarantine Board. In accordance with this provision, Mr. Thomas Winsmore, Vice-President, was nominated, and the Exchange is indebted to him for the painstaking and effectual service he has rendered in this responsible position.

Removal of Wrecks and Derelicts.

Your Board gave earnest consideration to this very important subject, and in October, 1893, forwarded to Congress a memorial praying that some action be taken looking to the removal of dangerous wrecks and derelicts in the North Atlantic Ocean. (**Appendix C.**)

Crime of Barratry.

In December last, a letter was addressed to the Exchange by the President of the Philadelphia Board of Marine Underwriters asking attention to a bill introduced in the House of Representatives by the Hon. William Everett, of Massachusetts, to reduce the penalty for the crime of barratry from death to imprisonment, and suggesting that some action by the Exchange might be advisable. The subject was referred to a committee, and Congress was petitioned in favor of the passage of this bill. (**Appendix D.**)

Customs District of Marcus Hook Oil Piers.

In July last, the claim was made by the Collector of Customs of the Port of Wilmington, Del., that the Oil Works below Marcus Hook were within his district, and that vessels loading thereat should be required to clear from the Wilmington Custom House instead of from the Philadelphia Custom House as heretofore. The matter was duly considered from the standpoint that it would be inconvenient for merchants and brokers residing and doing business in Philadelphia to be compelled to go to Wilmington, Del., to enter and clear their vessels; and on July 21st a letter was addressed by the Exchange to the Secretary of the Treasury. (**Appendix E.**)

On September 6th a letter was received by the Collector of Customs at Philadelphia from the Acting Secretary of the Treasury advising him that business transacted at a wharf near Marcus Hook heretofore recognized as in the Philadelphia District appeared to be in the Wilmington District, and

therefore the business of vessels loading from the Marcus Hook Oil Piers must hereafter be conducted under the supervision of the Collector of Customs of the Wilmington District.

Since that time we are able to report that a Deputy Collector of Customs has been located at Marcus Hook for the purpose of entering and clearing vessels, thereby reducing to a minimum the inconvenience of transacting the necessary business for the entering and clearing of vessels from that point.

Arrangements have been made with the Collector of Customs of Wilmington to send a daily report to the Exchange of all arrivals and clearances of vessels, and in return the Exchange advises the Deputy Collector at Marcus Hook of arrivals at the Breakwater and movements in the river of vessels bound to the oil piers there.

Fire and Light on Vessels at Oil Wharves.

The Committee having this matter in hand have reported from time to time, but so far have been unable to induce the Refining Companies to make any reduction in their charge for supplying heat to vessels lying at their wharves.

Regarding light, the Committee was informed that efforts are now being made to secure a lamp suitable for the purposes required.

Proposed Change in Lights at the Mouth of the Christiana Creek.

The Lighthouse Inspector of this District having requested the Exchange to express an opinion regarding a proposed change in the location of the lights at the mouth of the Christiana Creek, it was strongly recommended that the changes proposed by the Lighthouse Department be carried out, namely: To remove the Pier Head Light (gas), and replace it with the Fourth Order Light now in use at Christiana, and to put in its place a red sector which will show a short distance to the westward of Red Buoy No. 28, and thus indicate the turning point for Cherry Island Range. The light on the house at Christiana to be discontinued entirely.

The Exchange has recently been informed that the change recommended will in all probabilities be carried into effect at an early date.

The Netherlands Consulate.

The attention of the Exchange was called in November last to the fact that the Consulate of The Netherlands in this City had just been discontinued.

Considering the extent of commerce between ports in Holland and Philadelphia, it was hoped this action might be modified if proper representations were made, a letter was therefore addressed to the Minister of The Netherlands requesting him to recommend to his Government the establishment of at least a Vice-Consulate at Philadelphia.

The Minister courteously replied that the matter was under consideration, but up to date no definite decision has been reported.

NOTE.—Since this Report was presented, Mr. Arnold Katz has been appointed Vice-Consul of The Netherlands at Philadelphia.

Amendment to Section 2880 of the Revised Statutes of the United States.

At the request of the Maritime Association of the Port of New York, in January last, your Board adopted a resolution favoring the passage of Bill S. 1435, which is an amendment to Section 2880 of the Revised Statutes of the United States fixing the time allowed for vessels to unlade.

The object of this Bill is to give sufficient time to sailing vessels from foreign ports in which to discharge their cargoes. A revision of the present law has become necessary on account of the increase in the size of vessels, more particularly sailing craft. The present statute was enacted in 1799 when vessels of 800 tons, the maximum named in the law, were of extreme size. To-day ships are built of 2500 to 3000 tons register. For such vessels the fifteen days allowed by law for the discharge of their cargo is in some cases inadequate. The enactment of the proposed amendment will, therefore, be for the benefit of commerce, and not detrimental to the interests of the United States.

Pilot Chart for the North Pacific Ocean.

A preamble and resolution were adopted by the Board of Directors in January, 1894, favoring the publication by the U. S. Hydrographic Office of a pilot chart for the North Pacific Ocean upon the same lines as the North Atlantic Chart now published by that Bureau, and a copy of the same was sent to the Secretary of the Navy and to the Hydrographer of the Bureau of Navigation of the Navy Department at Washington, D. C. (**Appendix F.**)

Sandy Bay Breakwater, Cape Ann, Mass.

On the 20th day of February, 1894, your Board adopted a resolution favoring the early completion of the Sandy Bay Breakwater and Harbor of

Refuge at Cape Ann, Mass., a work of importance to the commerce and maritime interests of the country. In its present unfinished condition it is (like the gap between the ice breaker and Delaware Breakwater) a menace to navigation, and Congress was therefore asked to place this national work upon the permanent list of Government appropriations. (**Appendix G.**)

Nicaragua Canal.

A resolution was adopted in February, 1894, and a copy forwarded to Congress, petitioning the Senate and House of Representatives to take such action as in their judgment may seem judicious to promote the construction and early completion of the Nicaragua Canal under American control, believing that said important work would greatly stimulate American shipping interests, and add materially to the commercial prosperity of the Nation at large. (**Appendix H.**)

Rule of the Road at Sea.

On March 26th, 1894, the Board of Directors ordered a communication to be sent to the President of the United States respectfully requesting him to fix by proclamation an early date for the law to go into effect, which has been enacted by Congress embodying the Rule of the Road at Sea recommended by the International Marine Conference in 1889. (**Appendix J.**)

Proposed Legislation to Maintain Life-Saving Stations in Active Service from August 1st to May 31st, Each Year.

In November, 1893, a preamble and resolution were unanimously adopted by your Board favoring the enactment of legislation providing for the maintenance of the Life-Saving Stations upon the sea and gulf coasts of the United States in active service from the 1st day of August until the 1st day of June in each year, and an official copy of the same was forwarded to Congress. (**Appendix K.**)

Horse Shoe, Delaware River.

On the 26th of December, 1893, a preamble and resolution were adopted (a copy of which was forwarded to the Committee on Commerce

of the House of Representatives at Washington, D. C.), asking that provision be made for a survey of the locality, known as the "Horse Shoe" in the Delaware River, near Philadelphia, by the local engineer for the purpose of determining whether, and in what manner, obstruction to navigation thereat, arising from ice during the winter season, can be obviated. (**Appendix L.**)

Delaware Breakwater Harbor.

On December 26th, 1893, a preamble and resolution were adopted by your Board of Directors, and a copy forwarded to the Secretary of War, urging the necessity for such action as will tend to the early completion of the work of closing the gapway at the Delaware Breakwater, thereby permitting the full utilization of the benefits of the harbor, and effecting the removal of a dangerous obstruction to navigation. (**Appendix M.**)

Lewes Branch Office.

Last midsummer the Exchange appointed Mr. F. H. Brewer its agent at Lewes, Delaware, to succeed Mr. William E. Bingham, and a suitable house was rented on the river bank commanding a fine view of the harbor and of the Delaware Breakwater.

The Western Union Telegraph Company's wires were transferred to this building, and the office was opened for business on the 1st day of August, 1893.

Telephone Connection with Cape Charles.

During the month of November, 1893, by an arrangement with the General Superintendent of the United States Life-Saving Service, the Government telephone line connecting the Life-Saving Stations between Cape Charles, Virginia, and Cape Henlopen, Delaware, was extended to the Branch Office of the Exchange at Lewes, Delaware, and all news of wrecks happening on the coast south of Cape Henlopen as far as Cape Charles has since been communicated by telephone to the Agent of the Exchange (and Manager of the Western Union Telegraph Office) at Lewes, Delaware, who deals with it in accordance with the printed regulations of the Life-Saving Service. (**Appendix N.**)

This arrangement has met with the approval of all concerned, and a greatly improved service has been the result.

Marcus Hook Reporting Station.

On May 9th, 1893, the Station of the Exchange located at Thurlow, Pennsylvania, was closed, and the operator transferred to a new Reporting

Station on the piers of the Crescent Oil Works below Marcus Hook, Pennsylvania, built and fitted for the use of the Exchange by said Company without expense to the Exchange. The Agent of the Company in Philadelphia (Mr. Humphrey Y. Arnold) took the greatest interest in the equipment of this station, and the Exchange is indebted to him for many courtesies in connection therewith. The observatory is forty feet above tide, and affords a fine view up and down the river.

On January 9th, 1894, Mr. Geo. J. Carter, the Superintendent of the New Castle Reporting Station, was transferred to Marcus Hook, in place of Mr. Harry Hehl, transferred to Reedy Island; Mr. Hugh Duffy being placed in charge of the New Castle Station.

Reedy Island Reporting Station.

On January 22d, 1894, this station was opened by the courtesy of the United States Marine Hospital Bureau for the reporting of vessels, Mr. Harry Hehl acting as Marine Reporter for the Exchange under the supervision of the Medical Officer in Command. The bulk of the reporting of the Exchange, formerly done from New Castle, is now being conducted from this station, and the change is looked upon very favorably by members. The observatory erected by the United States Marine Hospital Service is about fourteen feet square with windows on all sides, and is extremely well suited for the purpose for which it is intended; it commands an extensive view both up and down the river, and places Dan Baker and adjacent shoals under observation. The opening of this station, and the one at Marcus Hook, now enables the Exchange to keep a watch upon vessels almost uninterruptedly from the time they enter the capes until they are within the port limits of Philadelphia.

Keeping Exchange Rooms Open on Saturday Afternoons.

A petition signed by members of the Exchange asking that the rooms be kept open on Saturdays later than noon was given favorable consideration by the Floor and Library Committee, and it was ordered that until further notice the rooms be kept open on Saturdays until 4 P. M.

Presentation of Model of Schooner.

The Exchange is indebted to Mrs. Evan Randolph for the presentation in December last, through Messrs. Randolph & Jenks, of a fine model of a three-masted schooner for display in the rooms of the Exchange. This

model was purchased at the Centennial Exhibition by the late Mr. Evan Randolph. The Floor and Library Committee have had the Schooner placed in a suitable position in the Exchange.

Oil Portrait of the Late President of the Exchange, Mr. William Brockie.

At the last Annual Meeting, a finely executed oil painting of the late William Brockie was presented to the Exchange by its members in commemoration of the devoted services of Mr. Brockie to the interests of the Exchange from its organization until the time of his death. The portrait, on behalf of the Subscribing Members, was presented by the Honorable George S. Graham, in an appropriate address replete with kind and tender references to the subject of the picture.

The fund subscribed for the portrait, being in excess of the amount needed, the Subscribing Members were consulted as to the disposal of the balance of the account, which was eventually paid into the treasury of the Exchange.

Resignation of Philip Fitzpatrick.

Early in the year 1893, Mr. Philip Fitzpatrick tendered his resignation as a Director of the Exchange, and a minute was recorded to commemorate his long and earnest service. (**Appendix O.**)

Spencer C. McCorkle.

The death occurred at Washington, D. C., on March 20th, 1894, of Mr. Spencer C. McCorkle, of the United States Coast and Geodetic Survey, for nearly twenty years stationed at Philadelphia, and an Honorary Member of this Exchange. A minute expressing deep regret at the death of Mr. McCorkle was adopted by the Board of Directors on the 26th day of March, 1894, and a copy sent to the Superintendent of the United States Coast and Geodetic Survey at Washington, D. C., and to Mr. McCorkle's sister, in Philadelphia. (**Appendix P.**)

George W. Childs.

At a Special Meeting of the members of the Exchange, held the 23d of February, 1894, the recent death of Mr. George W. Childs, a member of the Exchange, was referred to in feeling terms. A preamble and resolution

were adopted expressing regret at the loss, which the Exchange, as well as the community at large, had suffered in the death of this public-spirited, broad-minded and benevolent fellow citizen. (**Appendix Q.**)

Honorary Members.

During the year, Commander George C. Reiter, United States Navy, Lighthouse Inspector of the Fourth District, stationed in Philadelphia, and Lieutenant R. M. Hughes, United States Navy, in charge of the Branch Hydrographic Office, located in the rooms of our Exchange, were unanimously elected Honorary Members of the Exchange.

Breakwater Station.

The Reporting Station of the Exchange located on the Delaware Breakwater has been maintained during the past year in its usual state of efficiency with a continuous service day and night. The Superintendent and his assistants have performed their duties faithfully and intelligently. The excellent service during the time the Breakwater cable was broken, from February 22d to March 4th, and the splicing of the cable without expert assistance deserve special mention.

Lighthouse Department.

A pleasant relationship has been maintained during the year with the Lighthouse Department in this City. An interchange of views and reports from time to time has served to bring the officer in charge into closer contact with the Exchange, with benefit to it and to the public service.

Branch Hydrographic Office.

Your Board desires again to record its appreciation of the useful work done by the Branch Hydrographic Office, located in the rooms of the Exchange. This important adjunct of the Navy Department has been ably conducted by the officer detailed for that duty, and masters of vessels continue to receive free information in a practical form, which we believe is not accorded them in any other country in so satisfactory a manner.

Your Board is still of the opinion that Congress should make a more liberal appropriation for Branch Hydrographic Offices, to enable the Department to maintain in the highest state of efficiency this practical and useful aid to navigation.

New York Maritime Association.

To the President, Directors and Officials of the New York Maritime Association your Board has been indebted during the past year for many courtesies, and feels it a pleasant duty to recall the kindness and cordiality which year by year has marked the long and close relations that have existed between the two organizations.

Interchange of news is one of the most valuable features of our intercourse with the New York Maritime Association, whose careful and comprehensive system for collecting foreign news is deserving of special commendation.

United States Life-Saving Service.

The Exchange is indebted to the General Superintendent of the United States Life-Saving Service for his active and earnest co-operation in the advancement of Commercial interests, as an instance of which may be cited, his well devised plan, ably carried out, for utilizing the telephone line of his service to furnish prompt reports of marine casualties occurring along the Atlantic Coast. In cases where the telephone is not at present available, arrangements have been made for reports to be forwarded to the nearest telegraph office, addressed to the New York and Philadelphia Maritime Exchanges, which distribute them to all interests concerned. It is hoped that eventually the entire length of the Coast may be equipped with a telephone service connected with the telegraph system of the country.

National Quarantine.

The recognition of commercial interests by the Supervising Surgeon-General of the United States Marine Hospital Service in the equipment of the observatory at Reedy Island, and in the regulations framed for the Government of the National Quarantine stations on the Delaware, is deserving of our special notice, and is due in great measure to the pleasant relations existing between the Exchange and Surgeon-General Wyman.

We are indebted to the Medical Officers in charge of the Breakwater and Reedy Island Quarantine Stations for having discharged their duty during the past year with such consideration for commercial interests, that the least possible delay has been caused to shipping, consistent with the rules and regulations of the Service.

State Quarantine.

The new State Quarantine Law (Bliss Bill) which went into effect July 1st, 1893, has proved a wise measure, for while two quarantines, National and State, could not fail to be an impediment to commerce, the provisions of the Bill and the considerate manner in which they have been enforced by Dr. Boenning, the Quarantine Physician, and his assistants have caused the burden of a second quarantine to fall very lightly on our shipping. For this the thanks of the Exchange are due to Dr. Boenning and the State Quarantine Board.

Harbor Improvements.

REMOVAL OF SMITH AND WINDMILL AND PART OF PETTY'S ISLAND AND ADJACENT SHOALS.

Your Board desires to express its appreciation of the valuable service rendered the Exchange and the Commercial interests of the City of Philadelphia by the United States Engineer Office through Major C. W. Raymond, Corps of Engineers. This Department of the Government has always permitted the Exchange to call for information upon matters relating to the improvement of the harbor of Philadelphia, and the Delaware and Schuylkill Rivers, and by its prompt and efficient action has rendered most valuable service to the Port and its allied interests.

In June last, the contract for removing the islands in front of the city was awarded by the Secretary of War to the American Dredging Company, and the excellent work since done by that Company confirms the wisdom of the action then taken by the Department, which was warmly advocated by this Exchange.

Up to the present time (March 31st, 1894), an aggregate amount of about 4,644,947 cubic yards has been dredged from the harbor, a very large part of which has been placed on League Island.

There is now every prospect that this improvement work will be carried on as rapidly as the reconstruction of the Philadelphia water front will justify. (**Appendix R.**)

Respectfully submitted,

By order of the Board of Directors,

E. R. SHARWOOD,

Secretary.

GEO. E. EARNSHAW,

President.

PHILADELPHIA, April 19, 1894.

D. S. Stetson, Treasurer, in account with The Philadelphia Maritime Exchange.

<i>Dr.</i>		<i>Cr.</i>	
1893.		1893.	
April 1, To Balance on hand.....	\$1,227 56	March 31. By Expenses, Philadelphia Office.....	\$12,354 01
" Receipts from Annual Dues, Subscriptions, etc., for the year ending March 31, 1894,	16,330 05	" Delaware Breakwater and Lewes Stations.....	4,245 16
" Loan.....	1,800 00	" Reedy Island and New Castle Stations.....	882 22
" Interest on Bonds	125 00	" Marcus Hook and Thurlow Stations.....	938 47
		" New York and Baltimore.....	616 40
		" Interest on Loan.....	54 00
		" Cash in hand.....	392 35
	<u>\$19,482 61</u>		<u>\$19,482 61</u>
1894.			
April 1, To Cash in hand.....	\$392 35		
<i>ASSETS.</i>		<i>LIABILITIES.</i>	
To Cash in hand.....	\$392 35	By Loan.....	\$1,800 00
" Reading Terminal Bonds (cost).....	2,130 00	" Balance.....	722 35
	<u>\$2,522 35</u>		<u>\$2,522 35</u>
		D. S. STETSON,	<i>Treasurer.</i>

We, the undersigned, certify that we have examined the Books of the Exchange, and find the above Statement correct.

Philadelphia, April 16, 1894.

THOMAS WINSMORE,
JOHN H. THOMPSON, } *Finance Committee.*
B. HUMBURG,

CHARTER

OF

The Philadelphia Maritime Exchange.

BE IT REMEMBERED, that the subscribers, with their associates, having associated themselves together for the purpose of forming a Maritime Exchange, and being desirous of becoming incorporated agreeably to the provisions of the Act of General Assembly of the Commonwealth of Pennsylvania entitled "An Act to provide for the Incorporation and regulation of Certain Corporations," approved the 29th day of April, A. D. 1874, and its supplements, do hereby declare, set forth and certify the following to be the objects, articles and conditions of their said association for and upon which they desire to be incorporated:

1. The name of the Corporation shall be "THE PHILADELPHIA MARITIME EXCHANGE."

2. The objects of the Corporation shall be to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve and disseminate all maritime and other business information, and to do such other and lawful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia.

3. This charter shall be perpetual.

4. The number of directors shall be nineteen, and those chosen to act for the first year are, William Brockie, *President*; Philip Fitzpatrick, *Vice-President*; John F. Craig, *Treasurer*; Lars Westergaard, Frank L. Neall, Edward K. Stevenson, Walter F. Hagar, John M. Smiley, Samuel Castner, Fred. W. Taylor, John H. Catherwood, Jose de Bessa Guimaraes, Edward W. Barker, Thomas M. Beels, Charles Gibbons, Jr., Theo. Frothingham, Isaac Hough, William A. Platt, all of the City of Philadelphia; and David S. Stetson, of Merchantville, in the State of New Jersey.

5. The Corporation has no capital stock.

6. The Corporation may fix by by-laws the requisites of membership and the time and manner of election thereto, and the amount and time of payment of the fees and dues thereof, and it may increase and diminish the same at pleasure; and all persons who may be elected to membership, in

the manner provided by the said by-laws, may become members upon payment to the Treasurer of the fees and dues as prescribed by the said by-laws.

7. The Corporation may and shall have power to make such by-laws, not in conflict with the laws of this Commonwealth or the laws of the United States, as it may deem suitable for its government, and the same to alter, amend, add to, and repeal at its pleasure; and to adopt a common seal, and to alter the same, and in its corporate name to have perpetual succession; to sue and be sued; plead and be impleaded; defend and be defended; and to purchase, lease, and acquire such real estate and other property as may be necessary for the purpose of carrying into effect the objects for which they are incorporated, and to enjoy and possess all the privileges and rights conferred upon them by the said Act of Assembly and its several supplements.

In Testimony Whereof, We have hereunto set our hands and affixed our seals, this thirty-first day of March, A. D. 1882.

(Signed) WM. BROCKIE,	(Signed) ISAAC HOUGH,
" THEODORE FROTHINGHAM,	" JOHN M. SMILEY,
" JOSE DE BESSA GUIMARAES,	" EDWARD K. STEVENSON,
" LARS WESTERGAARD,	" FRED. W. TAYLOR,
" EDMUND D. SMITH,	" D. S. STETSON,
" E. W. BARKER,	" PHILIP FITZPATRICK,
" SAML. CASTNER,	" CHARLES GIBBONS, JR.,
" FRANK L. NEALL,	" WALTER F. HAGAR.

STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA.

Before me, the subscriber, Recorder of Deeds for the County of Philadelphia, personally appeared William Brockie, Walter F. Hagar and Charles Gibbons, Jr., three of the subscribers to the above and foregoing certificate of incorporation of The Philadelphia Maritime Exchange, and in due form of law acknowledged the same to be their act and deed.

Witness my hand and official seal, this thirty-first day of March, A. D. 1882.

(Signed) JOS. K. FLETCHER,
Deputy Recorder of Deeds.

IN THE COURT OF COMMON PLEAS NO. 3, FOR THE COUNTY OF
PHILADELPHIA.*Of December Term, 1881. No. 391.*

Notice is hereby given that an application will be made in the Court of Common Pleas No. 3, for the City and County of Philadelphia (as of December term, 1881, No. 391) on Saturday, March 25th, A. D. 1882, under the Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29th, 1874, and the supplements thereto, for the charter of an intended corporation to be called "The Philadelphia Maritime Exchange," the character and object of which shall be to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve, and disseminate all maritime and other business information, and to do such other and needful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia; and for these purposes to have, possess, and enjoy all the rights, benefits and privileges conferred by said Act of Assembly and its supplements.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

Walter F. Hagar, being duly sworn according to law, says that the above advertisement has been published for three weeks in the *Press* and *North American*, two newspapers of general circulation printed in the county of Philadelphia, and has also been published for three weeks in the *Legal Intelligencer*; and further, that three of the subscribers to the said charter herewith presented, namely, Philip Fitzpatrick, Edmund D. Smith and Theodore Frothingham, are citizens of the Commonwealth of Pennsylvania.

(Signed) WALTER F. HAGAR.

Sworn and subscribed to before me, this thirty-first day of March, A. D. 1882.

(Signed) JOS. K. FLETCHER,
Deputy Recorder of Deeds.

DECREE.

IN THE COURT OF COMMON PLEAS, No. 3, FOR THE COUNTY OF
PHILADELPHIA.

Of December Term, 1881. No. 391.

And now this thirty-first day of March, 1882, the within charter and certificate of incorporation having been presented to me, a Law Judge of the said county, accompanied by due proof of publication of the notice of this application as required by the Act of Assembly and Rule of this Court in such case made and provided, I certify that I have examined and perused the said writing and have found the same to be in proper form and within the purposes named in the first-class, specified in section second of a supplement (passed the seventeenth day of April, 1876), to the Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29th, 1874, and the same appearing to be lawful and not injurious to the community, I do hereby, on motion of Charles Gibbons, Jr., Esq., on behalf of the petitioners, order and direct that the said charter of The Philadelphia Maritime Exchange aforesaid be and the same is hereby approved; and that upon recording of the same, and of this order, the subscribers thereto and their associates shall be a Corporation by the name of The Philadelphia Maritime Exchange, for the purposes and upon the terms therein stated.

(Signed) THOS. K. FINLETTER.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

ENDORSEMENT.

Recorded in the office for the Recording of Deeds, in and for the city and county of Philadelphia, in Charter-book, No. 6, page 398,001.

Witness my hand and seal of office, this thirty-first day of March, A. D. 1882.



(Signed) JOHN O'DONNELL,
Recorder of Deeds.

BY-LAWS
OF
The Philadelphia Maritime Exchange.

Adopted February 23, 1894.

Article I.

Section 1. There shall be an annual meeting of the Exchange between the hours of 12 o'clock M. and 3 o'clock P. M., on the Thursday preceding the fourth Monday in April; but when such day shall fall on a holiday the meeting shall be held on the preceding business day. On the same day the Exchange shall enter into an election for directors in the manner hereafter provided for.

Section 2. The Directors elected at the annual election held in the year 1893 shall choose by lot seven of their number to serve for the period of three years, six for the period of two years, and six for the period of one year, and thereafter at each succeeding annual election, and in the same order, a class of Directors shall be elected to serve for three years.

Section 3. The election shall be conducted by a Judge and two Tellers appointed by the Board of Directors from the active members of the Exchange, who shall be entitled to such compensation for their services as the Board may prescribe.

Section 4. Directors shall be active members of the Exchange, and all elections shall be by ballot, and every active member in good standing shall be entitled to vote in person or by proxy, and may cast the whole number of his votes for one candidate or distribute them upon two or more candidates, as he may prefer, and firms consisting of two or more persons shall only be entitled to one vote for each certificate of active membership; and the candidate or candidates receiving the plurality of votes cast by the active members voting shall be declared elected.

Section 5. The polls shall be opened for the annual election at 12 o'clock M. and remain open until 3 P. M., at which latter hour the voting shall cease, and the Judge and Tellers shall thereupon count the votes as

cast, and notify the Secretary of the result, who shall immediately post the same on the bulletin board of the Exchange.

At the Annual Meeting the order of business shall be as follows :

1. Selection of Chairman.
2. Report of the Board of Directors.
3. Report of the Treasurer.
4. Deferred and new business.

Section 6. At the regular meeting of the Board of Directors succeeding the Annual Election, the Board shall elect one of their number as President, one as Vice-President, and one as Treasurer, who shall serve for the ensuing year and hold office until their successors are duly elected and qualified. Should no quorum of the Board be present at such meeting, the election shall be held at the first meeting at which a quorum is present.

Section 7. The President, upon the written request of fifteen active members, shall call special meetings of the Exchange. This request shall state explicitly the object of such meeting, and no other business shall be transacted thereat. Notice of all special meetings, including the objects for which such meetings are called, shall be conspicuously posted on the bulletin board of the Exchange at least forty eight hours prior to the convening of any such meeting, and notice mailed to the last recorded address of each active and of each contributing member at least three days prior thereto.

Section 8. At all meetings of the Exchange twenty active members shall constitute a quorum for the transaction of business.

Section 9. At the request of ten active members, the yeas and nays of those present and voting shall be recorded.

Section 10. Cushing's Manual shall be the authority on all questions of parliamentary usage arising at the meetings of the Exchange, its Board, or of its Committees.

Article II.

Section 1. It shall be the duty of the President to preside at all meetings of the Board of Directors and all special meetings of the Exchange.

Section 2. He shall appoint all committees, unless otherwise directed by the Board or by the Exchange, and be *ex-officio* a member of the same.

Section 3. He shall from time to time communicate to the Exchange, or to the Board of Directors, or any committee thereof, such matters as in his opinion will tend to advance the interests of the Exchange.

Section 4. He shall take charge of all bonds of suretyship given by officers or employees of the Exchange, and do all other acts properly belonging to the executive officer of a corporation.

Article III.

In case of the death or absence of the President, or of his inability from any cause to act, the Vice-President shall perform the duties of the President; and in case of the absence of both President and Vice-President, then the Board of Directors shall appoint one of their number to perform the duties of President for the time being.

Article IV.

The Secretary shall keep a record of the proceedings of the Board of Directors, and all meetings of the Exchange; and shall, under the direction of the Board of Directors, have charge of the office and clerical staff, and of the detail work of the Board, and of the various standing and special committees thereof, keeping and preserving in an orderly and systematic manner all books and documents, so that they shall at all times be accessible and convenient for reference. He shall have the custody of the corporate seal of the Exchange, which he shall affix to all documents directed to be executed by the Board. He shall collect and pay over to the Treasurer all moneys due the Exchange for assessments, fines, fees or otherwise. He shall, under the supervision of the Floor and Library Committee, have charge of the Exchange Rooms, and shall cause them to be properly heated, cleaned, ventilated and kept in order and repair. He shall have charge of the bulletins of the Exchange, and shall cause all information, statistics and notices pertaining to the business of the Exchange to be posted thereon in a correct, neat and orderly manner. He shall, with the advice and consent of the Board of Directors, appoint such assistants as he may deem necessary to aid him in the performance of his duties, and with a view to the greatest economy consistent with efficient service, shall organize them in separate departments, for the proper workings of each, and for all of which he shall be held responsible. He shall perform such other duties incident to his office as may from time to time be required of him by the Board.

Article V.

The Treasurer shall give bonds for the faithful performance of his duties, with approved sureties for such amount as the Board may, from time to time, determine, or as may be prescribed by law. He shall have the custody of all sums due to the Exchange, and upon the order of the Board of Directors, shall invest, deposit and disburse the same. He shall not pay out any of the funds of the Exchange unless authorized by the Board. All disbursements shall be made by checks signed by him and countersigned by the President. He shall keep regular books of account, and carefully

preserve all vouchers for the payment of money, and all bonds and securities representing investments belonging to the Exchange. He shall render a monthly account at each regular meeting of the Board of Directors, and an annual report to the Exchange at the annual meeting thereof, which report shall be audited and approved by the Finance Committee before presentation.

The funds, books, vouchers and securities in his hands shall, at all times, be under the supervision of the Board of Directors, and subject to its inspection and control; and at the expiration of his term of office, he shall transfer all funds, books and other property of the Exchange in his possession to his successor.

Article VI.

Section 1. The Board of Directors shall hold regular meetings on the fourth Monday of each month, except July and August; but when such day shall fall on a holiday, the meeting shall be held on the first business day thereafter.

Section 2. Special meetings shall be called by order of the President, or at the written request of three directors, twenty-four hours' notice being given, and the object of the meeting being stated in the call, and no other business shall be transacted.

Section 3. Ten members shall constitute a quorum for the transaction of business.

Section 4. The Board shall have the general management, care and supervision of all the property and interests of the Exchange, and shall consider and report at the annual meeting upon all subjects that may require the action of the Exchange, and shall also consider and report upon all matters which the Exchange may specially refer to it.

Section 5. It shall appoint a Secretary, who shall hold office at the pleasure of the Board.

It shall also appoint, from time to time, a Solicitor, an Assistant Secretary, or other officers and such special committees as it may deem necessary for the purposes of the Exchange.

Section 6. If any member of the Board of Directors shall be absent from three consecutive stated meetings of the Board without a valid excuse made in writing to the President, it shall be the duty of the Secretary to report the fact to the Board, and the President shall thereupon put the question to the Board whether the seat of such Director shall or shall not be declared vacant.

All vacancies in office, arising from any cause whatsoever, shall be filled by the Board at any regular meeting, or at any special meeting called for the purpose.

The election for supplying the vacancy shall be by ballot.

Section 7. The following committees shall be standing committees of the Board :

1. *A Finance Committee, to consist of three members.* They shall have the general supervision of the accounts and finances of the exchange, subject to the direction of the Board. They shall approve all bills, and every three months audit the accounts of the Treasurer and report the same to the Board. Before the payment of any bill, it shall be marked "Approved," and the approval thereof signed by the chairman of the committee.

2. *A Floor and Library Committee, to consist of three members.* They shall have general supervision of the floor of the Exchange, shall see that proper order is observed and that the Regulations of the Exchange as affecting the rooms are enforced. They shall have charge of the Board Room, Library and Records of the Exchange and power to adopt Regulations, subject to the approval of the Board, for the preservation of order upon the floor, and for the use of the Library and Records. They shall have the selection and supervision of the newspapers, furniture and charts, and shall see that the Regulations they adopt are exhibited in a conspicuous position.

3. *A Harbor, Pilotage and Station Committee, to consist of five members.* They shall have general supervision of subjects relating to the harbor, river, bay and adjacent waters, and all subjects relating to pilotage and reporting stations.

4. *A Commerce and Transportation Committee, to consist of five members.* They shall have general supervision of all matters concerning commerce and transportation.

5. *A Membership Committee, to consist of three members.* All proposals for membership shall be submitted in writing to this Committee, for consideration, and they shall report thereon to the Board.

6. *An Executive Committee, to consist of the Chairman of the various standing committees of the Board,* of which committee the President of the Exchange shall be chairman. They shall consider all questions referred to them by the Board, and shall make such suggestions as they may deem advisable for the interests of the Exchange, and, subject to the orders of the Board, carry into effect any matter that may be referred.

Section 8. Reports of committees shall be made in writing to the Board of Directors at each stated meeting of the Board, and signed by a majority of each committee. Minority reports may be submitted.

Section 9. Vacancies that occur in any of the committees shall be filled by the President.

Section 10. A majority of any committee shall constitute a quorum for the transaction of business.

Article VII.

Section 1. The name of any reputable individual, firm or corporation, on the proposal of one active member, endorsed by another, shall, if approved by the Committee on Membership, be presented to the Board of Directors for active membership, and the said Board may proceed to an election. Three black balls shall defeat the election of the applicant. Newly-elected active members shall, within thirty days after their election, pay to the Secretary of the Exchange the initiation or transfer fee prescribed, and also the pro rata dues for the fiscal year. Upon the payment of these fees and dues it shall be the duty of the Secretary to cause to be issued or transferred to the newly-elected active member a certificate of active membership, which shall entitle the holder thereof to all privileges of the Exchange, subject to the By-Laws and regulations thereof. The said certificates of active membership, provided all dues assessed thereon shall have been paid, shall be transferable on the books of the Exchange, upon the payment of a transfer fee of Five Dollars to the Exchange, provided the transferee thereof shall have been regularly elected a member of the Exchange, as provided for in the case of original applicants.

Section 2. Upon the transfer of any certificate as aforesaid, the transferrer shall surrender and forfeit all his rights and privileges in and to the benefits and property of the Exchange, and all the said privileges shall inure to the transferee upon his complying with the requirements of active membership. He shall then be an active member of the Exchange and owner of the said certificate.

Section 3. Newly-elected active members shall either pay to the Secretary within the time hereinbefore specified an initiation fee of Twenty Dollars, and certificates of active membership shall thereupon be issued to all such persons, or else present a certificate of active membership for transfer, and pay the transfer fee of Five Dollars. An annual tax, to be fixed each year by the Board, shall be paid by all active members of the Exchange within sixty days after the same shall fall due, and any active member who shall be in arrears thereafter shall be considered as in bad standing and deprived of admission to the floor and all of the rights and privileges of active membership, and the Board of Directors shall have the power by resolution to cancel the certificate of active membership of any member who shall be in arrears for six months.

Section 4. The Secretary shall issue upon each certificate of membership one card of admission which shall entitle the holder to admission to the rooms of the Exchange, and the privileges and benefits thereof, but corporation and firm members shall designate one person in whose name the card of admission is to be issued, and in the absence of such designation,

the Secretary shall issue such card to the President of the corporation, or the senior member of the firm, as the case may be. No one shall be admitted to the rooms of the Exchange without a card of admission, and it shall be shown at the door upon request.

Section 5. Prior to April 1st, 1894, every member of the Exchange in good standing shall have the privilege of nominating not more than three individuals, firms or corporations for election as members, and upon the election thereof and the payment of thirty dollars to the Secretary by each newly-elected member, a certificate of membership in the Exchange and a card of admission in accordance with these By-Laws shall be issued to each without other transfer or initiation fee, and no dues shall be assessed on said certificate of membership prior to April 1st, 1895.

Section 6. Journalists, collectors of news, insurance companies and others, or their representatives, requiring the use of the news of the Exchange for other than ordinary private mercantile business can obtain and use the same only under special contract made therefor with the Executive Committee.

Any member who shall furnish or publish the news, or otherwise act in violation of this By-Law, shall be dealt with as provided in Article VII, Section 8, of these By-Laws.

Section 7. Individuals, firms or corporations not directly interested in maritime matters, may be elected contributing members of the Exchange in the manner provided for the election of active members, and upon the payment of thirty dollars (\$30) per annum in advance on the first day of April of each year, shall have all the rights and privileges of active members, except that of voting, or being eligible to office.

Section 8. Any violation of the By-Laws or Regulations, or any ungentlemanly or dishonorable conduct on the part of a member, shall subject him to public expulsion, and the Board of Directors, upon a two-thirds vote, shall have full power to expel or suspend any member for cause.

Upon the death of an active member, the certificate of active membership shall descend to his legal representative, who may dispose of the same, subject to the approval of the Board.

Article VIII.

Section 1. Any active members of the Exchange having business disputes with each other, may submit the same to arbitration as hereinafter provided.

Section 2. Each party to the dispute shall select an Arbitrator, and the Arbitrators so chosen shall elect an Umpire, who shall preside at all

meetings of the arbitration. All Arbitrators and Umpires must be members of the Exchange.

Section 3. The decision of a majority of the Arbitrators shall be final and binding on all parties to the arbitration.

Section 4. The parties electing to arbitrate shall file with the Secretary of the Exchange a notification to that effect, together with a general statement of the case on which Arbitration is desired. On receipt of this notification, the Secretary shall notify both parties, their Arbitrators and the Umpire, appointing a time (not later than ten days after the receipt of the original notice by him) and place, when and where the case shall be heard. In event of either party not attending on the appointed day, unless they shall present a sufficient written reason, in the Umpire's opinion, for their not doing so, the case shall be heard by the Arbitrators, and judgment rendered in accordance with their decision.

Section 5. No transfer of any certificate of active membership shall be made pending an arbitration in which the holder thereof is a party.

Section 6. The Secretary shall submit the following oath to each Arbitrator and Umpire before the presentation of the case: "You do swear (or affirm) that you will faithfully hear and examine the matter in controversy to be submitted before you, and make a just award therein, according to the best of your understanding, so help you God" ("and so you do affirm").

Section 7. All witnesses called to testify before the Arbitrators shall be first sworn or affirmed by the Secretary as follows: "You do swear that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, so help you God;" or, "You do solemnly, sincerely and truly declare and affirm that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, and so you affirm."

The testimony of each witness shall be reduced to writing, signed at the end thereof by the witness, and attested by the Secretary.

Section 8. The Secretary, or a substitute appointed by the Arbitrators, shall act as clerk of the Arbitration Committee, and shall see that the proper forms, as provided for herein, are faithfully carried out by all concerned—that the proceedings of the Arbitrators are recorded in a book to be kept for that purpose, in which shall be entered a summary of each controversy submitted for arbitration, the award made thereon, and the ground for such award. Said book shall be the property of the Exchange.

Section 9. The Secretary and each of the Arbitrators shall be entitled to a fee of Five Dollars in cases involving Two Hundred and Fifty Dollars or less, and a fee of Ten Dollars in cases involving an amount over Two

Hundred and Fifty Dollars, for each and every sitting. These fees and the necessary expenses incident to taking testimony shall be paid by the unsuccessful party, unless otherwise ordered by the Arbitrators.

Section 10. Prior to the hearing of any cause, the Secretary shall require the disputing parties to sign an agreement in writing expressing their willingness to submit their case to arbitration, and to be bound by the Arbitrators' decision, and that the submission be made a rule of court. Such agreement shall state in terms sufficiently particular to fully express, limit, and identify the subject-matter, or matters submitted, and the names of the Arbitrators chosen, and shall authorize the Arbitrators to impose upon the losing party the award which, in their opinion may be proper, together with the payment of the fees above provided for.

Article IX.

These By-Laws may be amended by the majority of the active members present at any meeting of the Exchange, provided that such amendment shall have been submitted to the Board of Directors at least thirty days previous to the said meeting, and that at least five days' notice of the proposed amendment shall have been mailed to the last recorded address of each active and contributing member as appears by the Secretary's book.

FLOOR REGULATIONS.

*On and after April 1st, 1894, the following Floor Regulations of
The Philadelphia Maritime Exchange shall be in effect.*

1. No one shall cut, mark, injure or remove any book, paper or article of furniture belonging to the Exchange.

2. No one shall alter, erase, or remove any matter posted upon any bulletin or in any record book.

3. No one shall post any notice, call, or information upon the walls or bulletin-boards without authority from the Secretary, and the approval of the Floor and Library Committee.

4. No shipmaster or visitor, extended the privilege of the floor, shall transact business in the Exchange, except through a member thereof.

5. No member, or other person, shall publish or sell the news of the Exchange, or furnish the same for publication or sale unless authorized by special contract in writing previously made with the Executive Committee.

6. If any member shall be guilty of ungentlemanly behaviour or improper conduct while upon the floor or in any of the rooms of the Exchange, or shall violate any of the By-Laws or Regulations, it shall be the duty of the Floor and Library Committee, upon the receipt of written complaint thereof from a member or employee of the Exchange, to investigate the charges, and if they are sustained the Committee shall report to the Board of Directors, who shall have the right to suspend, expel, or impose upon the offender such fine as may be agreed upon by a two-thirds vote, but not exceeding for a first offense Twenty-five Dollars (\$25).

For a second offense, the offender may be fined not exceeding One Hundred Dollars (\$100), or suspended or expelled by a two-thirds vote of the Directors present at any regular meeting thereof.

Failure to pay a fine within five (5) days shall subject the party in default to suspension by the Board of Directors.

A suspended member may be reinstated by a two-thirds vote of the Directors present at any regular meeting thereof.

7. If any non-member shall violate the By-Laws or Regulations, his ticket may be taken up by order of the Floor and Library Committee, and

he may be refused admission to the floor of the Exchange until the next stated meeting of the Board of Directors.

8. Members in arrears for the annual tax for a period of sixty days shall be deprived of admission to the floor, and of all rights and privileges of membership in accordance with Article VII of the By-Laws; and members in arrears upon bills for special service for a period of thirty days shall be deprived of admission to the floor.

CARDS OF ADMISSION.

Upon each Certificate of Membership one card of admission shall be issued by the Secretary, which shall entitle the member to admission to the rooms of the Exchange, and privileges and benefits thereof, but corporations and firms shall designate one person in whose name the card of admission is to be issued, such person shall be an officer of the corporation, or a member of the firm, designating him, and shall become thereby the duly accredited representative thereof, and entitled to vote for it at the meetings of the Exchange, and be subject in all respects to the By-Laws and Rules and Regulations.

Cards of admission must be shown at the door upon request.

PILOTS' TICKETS.

If the manager of any Pennsylvania or Delaware pilot boat is an active member of the Exchange in good standing, cards of admission may be issued at the discretion of the Floor and Library Committee, to every other pilot attached to the same boat. Such cards shall state the name of the pilot and of the boat to which he is attached, and shall become void if he ceases to be attached to that boat.

SHIPMASTERS' TICKETS.

Cards of admission to the floor, good for ten days, may be issued at discretion of the Floor and Library Committee, to masters in actual command of vessels in service.

VISITORS' TICKETS.

Non-resident visitors to the Exchange must be introduced by a member in good standing, and their names shall be registered in a book provided for that purpose. A visitor so introduced may receive a card of admission good for six (6) consecutive days, and the same can be renewed at discretion of the Floor and Library Committee. Should such visitor violate the By-Laws or Regulations by the transaction of business on the floor, or in

any other manner whatsoever, the member introducing him shall be held responsible for such violation.

UNAUTHORIZED USE OF TICKETS.

The door-keeper shall take up any card of admission presented by a person not authorized under the By-Laws or Regulations of the Exchange to use the same, and shall refuse admission to such person.

TEMPORARY TICKETS.

A temporary card of admission, good until the day of the next succeeding regular meeting of the Board of Directors, may be issued at the discretion of the Floor and Library Committee upon the recommendation of the Membership Committee, to any candidate for membership.

SUBSTITUTE TICKETS.

During the temporary absence of a member from the city, or during his illness confining him to his house, a substitute card of admission, good for not exceeding 30 days, may be issued at the discretion of the Floor and Library Committee, upon written request therefor.

The same right shall be enjoyed by the duly accredited representative of a corporation or firm.

COMPLIMENTARY TICKETS.

Complimentary cards of admission may be issued as authorized by the Board of Directors from time to time; such cards to be signed by the President and attested by the Secretary.

LOST TICKETS.

Duplicates may be issued in place of lost cards of admission by the same authority and in the same manner that the originals were granted.

Special Service.

TELEPHONE AND MESSENGER SERVICE.

All maritime information in possession of the main office of the Exchange can be obtained by any member promptly and without charge, on application personally at the rooms, or by telephone, messenger or letter. For example, if a member wishes to know the position of a certain vessel, he is entitled to and will receive at once all the information in possession of the office at the time inquiry is made.

On the other hand, if a member requests in advance that he shall be kept advised either by telephone, messenger, or letter, of all movements or information in regard to a particular vessel, or vessels, or cargoes, such request involves extra service, which must be paid for at special rates.

RATES.

Single request in advance for telephone, messenger, or letter report, of the sailing, arrival, or passing a reporting point, or any one item of information in regard to any particular vessel or cargo, ten cents payable when request therefor is made, or monthly, or as may be arranged for by the Floor and Library Committee.

Special service by telephone, messenger, or letter, of the sailing, arrival, or passing a reporting point, of a particular line of vessels, or a particular ownership, or a number of vessels, or the continued movements of a single vessel, can be arranged for with the Floor and Library Committee.

DIRECT NEWS FROM STATIONS.

Superintendents of Reporting Stations and of the Lewes Branch Office are instructed to answer inquiries received direct from members, as to questions of fact within their own knowledge, such answers to be sent through the Exchange when practicable. A charge of fifty (50) cents will be made for each answer, exclusive of telegraph tolls, if any.

BUSINESS HOURS.

The business hours of the Exchange shall be as follows :

Week-days, (Saturdays excepted) from 8 A. M. until 6 P. M.

Saturdays, from 8 A. M. until 4 P. M., except between June 15th and September 15th, when the Exchange will close at noon.

Legal holidays, from 9 to 10 A. M.

All of which are subject to the discretion of the Floor and Library Committee.

Promulgated by order of the Floor and Library Committee.

J. S. W. HOLTON, Chairman.

Approved by the Board of Directors, 19th March, 1894.

RECORDS AND BULLETINS ON FILE IN THE MARITIME EXCHANGE.

Delaware Bay and River News.—Embracing the movements of all classes of Vessels as observed from the Stations of the Exchange in the Bay and River Delaware.

Arrivals—Foreign and Coastwise.—Comprising all arrivals of Vessels at Philadelphia from Foreign and Coastwise Ports.

Clearances—Foreign and Coastwise.—Comprising all clearances of vessels from Philadelphia to Foreign and Coastwise Ports.

Imports.—A complete record of Manifests of Cargoes of all Vessels from Foreign Ports.

Exports.—A complete record of all Manifests of Cargoes of Vessels leaving Philadelphia for Foreign Ports.

Foreign Cable Shipping News.—The movements of Vessels in the American trade at Foreign Ports, *as received by Cable*.

Domestic Shipping News.—The movements of Vessels at American Ports, *other than Philadelphia*.

Disasters and Miscellaneous.—The earliest intelligence procurable respecting Disasters, Detentions and Maritime items of general interest, from all parts of the world.

Charter Book.—Record of Charters made at and from American Ports.

Mail Steamers.—The names of Steamers and hour for closing Outward Mails at Philadelphia and New York; *the hour of sighting* Inward Mail Steamers, with the time their mails will be ready for delivery; changes, detentions, etc.

Financial Reports.—Daily quotations of Exchange in European Monetary Centres, the fluctuations of Bonds, Stocks, Consols, Rentes, etc., on the London Stock Exchange and Paris Bourse, embracing "Governments" and General Securities; Silver quotations; Paris Exchange on London; Specie statements of the Bank of England, Bank of France and the Imperial Bank of Germany, with their current rates of Discount.

Also, similar intelligence from the principal Monetary centres of the United States, including fluctuations in the principal Bonds, Railroad Stocks and Mining Securities; notice of Dividends declared; and Clearing House statements from Boston to San Francisco.

Market Reports.—Embracing the quotations for the day in all the principal Trade Centres of Grain, Petroleum, Cotton, Provisions, and, in fact, all staples for both immediate and future delivery; together with the tone and special features of the Markets, and Rates of Freight by Rail, Steam and Sail, both Inland and Ocean.

Cable Quotations from the principal cities of England, France, Germany and other European Markets, for Grain, Petroleum, Provisions, Cotton, Coffee, etc., in detail; also Foreign Specialties and Freight in various directions, the Coffee Market at Rio Janeiro, and Cuba Sugar Market.

Statistics relating to the Export and Import Trade of the United States.

Distinguishing Day Marks and Night Signals of the different steamship lines.

Light-House Notices, with the latest changes in Lights, Buoys, etc.

Consular Reports from abroad to the Government at Washington.

Weather Report of the United States Weather Bureau.—This is received daily, at about 10.30 A. M. It consists of a detailed statement of the barometer, thermometer, direction and velocity of the wind, and other phenomena as observed at 7 A. M., 75th meridian time, at about eighty stations of the Signal Service. This data is entered on an outline map of the United States, and isobars and isothermal lines are drawn, showing at a glance the meteorological conditions of the whole country. The weather indications of the twenty-four hours commencing at 3 P. M. of the day on which the map is posted are also given. A Coast Bulletin is prepared daily at the Exchange, showing the direction and velocity of the wind and the state of the weather at eighteen stations on the Atlantic Coast, from Eastport, Maine, to Key West, Florida, and including the principal Ports in the Gulf of Mexico. In addition to the regular reports, special bulletins received at the United States Weather Bureau in this city are promptly posted. These include Cold Wave warnings, Frost warnings, movements of approaching storms, and other items of interest.

General News.—Embracing items of miscellaneous character, such as Business Failures, Fires, Quarantine and other official notices; important legal decisions in Admiralty, and Press dispatches from all parts of the world.

List of Vessels in Port.—Showing Nationality, rig, tonnage, location, employment, name of master and agent.

Logs.—Abstracts from logs of incoming steamers, showing the character of the weather, etc., experienced during the voyage.

Commercial Circulars in great variety, from the principal ports of the world, domestic and foreign, showing the actual state of trade in detail, by latest mail advices.

Code Books.—Watkins, Scott, A 1, Commercial, A. B. C., and Hunter & Patten.

Books of Reference.—Century Dictionary, Webster's Unabridged Dictionary, Atlases (Foreign and Domestic), London Post Office Directory, Directories of principal American Cities, United States Revised Statutes, Laws of Pennsylvania, Ordinances of City of Philadelphia, Shipping Records (American and Foreign), Port Charges of the World, Gazetteer of the World, Congressional Record, Philadelphia and New York Securities, Reports of United States Engineers on the Harbors of the United States, Navigation laws of the United States, Customs Regulations of the United States, Reports of Maritime and Commercial Bodies, and an extensive Library of other Commercial Works of Reference.

Tide Table for the Port of Philadelphia and Delaware River and Bay.

Showing the difference between the time of High Water at Philadelphia (Walnut Street Wharf, Delaware River) and the following places.

The hours and minutes standing against the place in this table are to be added or subtracted from the time of High Water at Philadelphia on any given day, which will give (nearly) the time of High Water at the following points :

(+ signifies ADD ; — signifies SUBTRACT.)

DISTANCES.	Distance from Walnut Street Wharf, Philadelphia, in <i>Nautical Miles</i> , to the following Places, and the Difference in Time of High Water at Each Point.	DIFFERENCE IN TIME.
		H. M.
2½ miles.	Port Richmond Elevator, Philadelphia	+ .08
¾ "	Cooper's Point, New Jersey	+ .11
0 "	Walnut Street Wharf, Philadelphia . . . . .	. . .
1¾ "	Kaighn's Point, New Jersey	— .10
3⅞ "	Greenwich Point, Philadelphia	— .18
7 "	Girard Point, (Schuylkill River)	— .30
9¼ "	Point Breeze Oil Works (Schuylkill River)	— .35
9½ "	Gibson's Point (Schuylkill River)	— .37
12⅞ "	Chestnut St. Wharf (Schuylkill River)	— .40
11⅞ "	Pennsylvania State Quarantine Station	— .45
14¼ "	Chester, Pennsylvania	— .57
15⅞ "	Schooner Ledge, Delaware River	— 1.05
17¾ "	Marcus Hook Reporting Station	— 1.14
23¾ "	Cherry Island Flats, Delaware River	— 1.40
24¾ "	Wilmington, Delaware, (mouth of Christiana Creek)	— 1.45
26 "	Deep Water Point, New Jersey	— 1.42
29¼ "	New Castle Reporting Station	— 1.51
33¾ "	Fort Delaware	— 2.02
38¼ "	Reedy Island Reporting Station	— 2.14
44¾ "	Liston's Point	— 3.15
48 "	Bombay Hook	— 3.27
65¾ "	Cross Ledge Lighthouse	— 4.40
77¾ "	Brandywine Lighthouse	— 5.37
82½ "	Cape May	— 5.20
89 "	Delaware Breakwater Reporting Station	— 5.42
110¾ "	Five Fathom Bank Lightship . . . . .	. . .
9¾ "	N. N. E. from the Five Fathom Bank Lightship is the Northeast End Lightship . . . . .	. . .

AVERAGE DURATION OF TIDES.		
	RISE. h. m.	FALL. h. m.
Philadelphia	5.06	7.19
New Castle	5.24	7.01
Delaware Breakwater	6.17	6.08

SPRING TIDES.		
At Philadelphia	6.2 feet.	4.5 feet.
At New Castle	6.9 "	4.4 "
At Delaware Breakwater	4.5 "	3.0 "

NEAP TIDES.		
At Philadelphia	5.4 feet.	5.7 "
At New Castle	4.4 "	3.5 "
At Delaware Breakwater	3.0 "	

Compass Variation at Philadelphia, 6° Westerly.

PORT OF PHILADELPHIA.

HARBOR RULES AND REGULATIONS.

Adopted by the Board of Wardens of the Port of Philadelphia, March 5, 1883.

For the information of Owners, Masters and others having command, care or charge of Vessels within the Port or Harbor of Philadelphia, the following rules and regulations are published :

VESSELS TO REPORT AT WARDEN'S OFFICE.

1. All vessels arriving at the Port of Philadelphia must report at the Warden's office, Rooms 11 and 11 ½ Merchants' Exchange, within twenty-four hours after arrival, and before leaving the port must report their clearance. Penalty for neglecting to report, from \$10 to \$50.

ANCHORAGE.

2. Vessels must not anchor in the river Delaware below Kaighn's Point, west of the buoy marking the main channel.

Vessels must not anchor above Kaighn's Point, except eastward of Windmill Island, or in the east Channel at Cooper's Point.

Vessels must in no case anchor where they will interfere with the ferries.

Vessels must not anchor at Port Richmond, except by permission and under the direction of the Harbor Master.

Vessels must not anchor at any place in the channel of the river Schuylkill, nor lie at any wharf in that river more than two abreast, without the permission of the Harbor Master.

Vessels must not anchor on the range line of any range lights.

Vessels at anchor must exhibit, between sunset and sunrise, a visible white signal-light in the rigging, at least fifteen (15) feet above the deck.

3. Vessels hauled into any wharf or dock, or alongside of other vessels lying at any wharf or dock, must be made fast to the shore with proper lines, with sufficient fenders between them and the inside vessels, and shall, when so ordered by the Harbor Master, have their jib-booms, sprit-sail-

yards, main-booms, spankers, ring-tail booms, davits and bumpkins, if any, rigged in, their lower yards topped, and anchors either a cockbill or at the hawse-pipe, as most convenient.

4. When fasts of vessels extend across a dock so as to obstruct passing vessels, the captain or person in charge shall, when so ordered by the Harbor Master, cause the fasts to be slackened or cast off.

5. Vessels lying at the ends of piers, so as to obstruct the passage to the adjoining docks, must move when necessary to accommodate other vessels entering or leaving the docks.

6. Vessels lying alongside of a wharf, and not taking in or discharging cargo, must make way for and permit other vessels that want to load or unload cargo to come inside next to the wharf.

7. If the person in charge of any vessel refuses to move, the Harbor Master shall cause the same to be done at the cost and risk of the master, owner or consignee.

8. No wharf shall be obstructed so as to prevent the loading or unloading of cargo, but reasonable facilities will at all times be allowed on application to the Harbor Master.

9. No tar, pitch, turpentine or rosin shall be heated on a wharf or on board any vessel lying at a wharf.

10. Vessels that may increase their width by using ballast-logs, pontoons, or devices of the same nature, must move to accommodate other vessels, when so ordered by the Harbor Master, and shall pay the expenses of other vessels that may be required to move to allow a vessel with the above appliances to get in or out of docks.

11. All sea going vessels at anchor, or when discharging, loading, laying up or being repaired at any wharf in the Port of Philadelphia, are required to have and maintain a safe and convenient ladder, gang-plank or side steps for the use of persons having business on board such vessels.

12. Any master, captain, or whoever is in charge of a vessel, who shall refuse or neglect to comply with the directions of the Harbor Master, or whoever shall obstruct his authority, shall be fined in a sum not exceeding \$100 for each and every offense.

(Act of February 4, 1846 P. L. 30.)

SECTION LXXV. That if any person or persons whoever shall, from and after the passage of this act, cast into the tide-way of the river Delaware, or into the river Schuylkill, from the lower falls thereof to its junction with the river Delaware, any ballast, cinders, ashes or any heavy articles whatever,

from any ship, vessel, steamboat or wharf, he or they so offending, for every such offense, shall forfeit and pay a sum not exceeding one hundred dollars, to be sued for and recovered with costs of suit, before any alderman of the city, or justice of the peace of the county of Philadelphia, or any court of record in this State, in the same manner and for the same uses as directed by the thirty-sixth section of the Act of Assembly, entitled "An Act to Establish a Board of Port Wardens for the Port of Philadelphia," etc., passed twenty-ninth day of March, one thousand eight hundred and three: *Provided*, that the jurisdiction of the Board of Wardens of the Port of Philadelphia shall not extend on the river Delaware beyond the jurisdiction of the Collector of Customs for the District of Philadelphia, upon said river.

That it shall be the duty of the Harbor Master, and he is hereby required to enforce and superintend the execution of all laws of the Commonwealth, and of all by-laws, rules and regulations of the corporation of the city, or of the Wardens of the Port of Philadelphia, enacted, ordained and declared, or hereafter to be ordained, enacted and declared, for cleaning the docks and wharves of the Port of Philadelphia; for preventing all nuisances at the wharves and in the docks aforesaid, by burning or breaming any ships or vessels, or otherwise howsoever; *for regulating and stationing all ships or vessels in the stream of the river Delaware, or at the wharves within the boundaries of the City of Philadelphia*; for removing, from time to time, ships and vessels, in order to accommodate and make room for others, or for admitting the river craft to pass in and out of the docks, and for compelling the masters and captains of ships and vessels to accommodate each other, so that ships and vessels arriving from sea shall, for a reasonable time, not exceeding six days, be entitled to berths next to the wharves until they have landed their cargoes.

(Act 15th June, 1871, P. L. 390.)

SECTION CXLVII. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same,* That all vessels over seventy-five tons burthen shall, within twenty-four hours after their arrival at the Port of Philadelphia, report and register at the office of the Board of Wardens for the said port; and all proceedings for neglect to obey the harbor regulations, as at present existing, shall be held before any justice of the peace or alderman of the City of Philadelphia, and the proceedings for the enforcement of penalties, in all cases, shall be commenced by *capias*. All laws or parts of laws inconsistent with these laws are hereby repealed.

Every vessel arriving from or bound to a foreign port, is bound by law to receive a pilot, except outward bound American vessels carrying their registered tonnage of coal.

Every master is bound to report immediately on arriving to the Wardens' office, under a penalty of \$10, and incurs a like penalty if he does not record his clearance with them before departing.

No license shall be granted to any person to act as a pilot unless he has served an apprenticeship of six years on board of a pilot boat.

The pilot of every vessel is obliged to inform the master of his having to report at the Wardens' office.

Every pilot detained by the master, owner or consignee, or by the ice, is entitled to \$3 per day.

Every pilot, obliged by the ice, or stress of weather, to proceed to another port, is entitled to his pilotage, and if there discharged, to eight cents a mile for every mile he has to travel home.

The master of vessels shall give an account to the pilot when boarding of the draught of such vessels, and in case he shall misrepresent said draught, and give it as less than the actual draught, he shall forfeit and pay the sum of \$25, to be sued for and recovered before any alderman of the City of Philadelphia, by the Master Warden, who shall pay the same over, when collected, to the Society for the Relief of Decayed Pilots, their Widows and Orphans; he having first deducted the expenses incurred in recovering the same.

Every outward bound ship or vessel is bound to remain at the Capes twenty-four hours after its arrival, to give the pilot an opportunity to be taken out, under a penalty of \$800.

Adopted by the Board of Wardens of the Port of Philadelphia, May 16, 1887:

RESOLVED, That the following be added to the Harbor Master's Rules and Regulations:

That all rules and regulations in reference to the Harbor Master's authority and duties over wharves, and vessels loading and discharging at wharves, be and are hereby considered as governing his action in reference to the continuous bulkheads on the Schuylkill River the same as to bulkheads, piers or docks on the Delaware and Schuylkill Rivers.

PORT OF PHILADELPHIA.

LIMITS OF PORT AND CUSTOMS DISTRICT.

As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26, 1893.

The Port of Philadelphia, as defined for Customs purposes, comprises such waters of the Delaware and Schuylkill Rivers bordering on the municipality of the City of Philadelphia as are navigable. The municipal limits of Philadelphia on the Delaware River, as defined by the Director of Public Works, extend from a point immediately south of Fort Mifflin, below the mouth of the Schuylkill River, to the mouth of Poquessing Creek, immediately north of Torresdale. The authority of the Board of Port Wardens, one of the Departments of the City, extends from the State line on the south to the head of the navigable water on the Delaware River on the north. (See Loading and Discharging.)

The Customs District of Philadelphia, as defined by law, comprises all the waters and shores of the Delaware River, and the rivers and waters connected therewith, within the State of Pennsylvania, and the Port of Camden, of which Philadelphia is the port of entry. Camden and Chester are ports of delivery. (See Loading and Discharging.)

DISCHARGING.

Vessels with General Cargo from a foreign port on making entry at the Philadelphia Custom House, may discharge such cargo at any proper and accessible point within the limits of the Port where there is sufficient water and proper facilities for unloading.

Bonded Warehouses. United States Public Store, No. 134 South Second Street; Granite Street, Philip Godley, proprietor; Catharine Street, and Front and Lombard Streets, Philadelphia Warehousing & Safe Deposit Company, proprietors; Delaware Avenue Bonded Stores, Nos. 402 and 404 South Delaware Avenue. There are no Bonded Warehouses on the River Schuylkill.

Vessels with Cargo in Bulk, such as coal, salt, chalk, sulphur, railroad iron, iron ore, and other like articles, upon entry at the Philadelphia Custom House, duties having been paid and proper permits obtained, can discharge under supervision of Customs Officers at any suitable place within the district, including Camden, Chester, or Thurlow, and even as far down as Marcus Hook (the utmost limit of the Customs district on the south), if the necessity exists, and the consignees of vessel and cargo jointly apply for the privilege.

LOADING.

Cargo may be laden at any point within the Port or Customs District of Philadelphia, prior to clearance at Custom House. The supervision of Customs Officers only becomes necessary upon shipment of merchandise subject to drawback duty.

PORT OF PHILADELPHIA.**MARITIME RULES.**

(As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26th, 1893.)

All transactions in Steamship and Sailing Vessel affairs among members of The Philadelphia Maritime Exchange shall be governed by the following rules, but nothing therein contained shall be construed as interfering in any way with the rights of members to make such special contracts or conditions as they may desire.

The Tables and Scales printed on pages 42 to 45, and 49 to 51, inclusive, are hereby made a part of these rules, and, when not otherwise stipulated, it will be understood that negotiations are based thereon.

GRAIN—STEAM AND SAIL.

Rule 1. Between the 1st of November and the 1st of April, notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, by 3 o'clock P. M., and between the 1st of April and the 1st of November, by 4 o'clock P. M., and on Saturday legal half holiday by 11 o'clock A. M.

Rule 2. In case of a steamer or sailing vessel chartered to load a cargo of grain at Philadelphia, such notification of readiness, to be valid, must be accompanied by a pass of the local Surveyor designated by a Board of Marine Underwriters, certifying to vessel's actual readiness for her cargo of grain.

Rule 3. Lay-days of a steamer or sailing vessel chartered to load grain at Philadelphia, and complying with Rule 1, will commence with the day following the service of her notification of readiness, provided said following day is not a Sunday or legal holiday.

Rule 4. In connection with Rules 1, 2 and 3, charterers are required to deliver orders by 4 o'clock P. M., to the agents of vessel, for vessel to move to her place of loading, between the 1st of November and the 1st of April, and by 5 o'clock P. M. between the 1st of April and the 1st of November. In event of such orders as to place of loading being given to

the agent of vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or by 8 o'clock A. M. between the 1st of November and the 1st of April on the day following her notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 3. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated in Rule 4), but not later than 12 o'clock noon, the days shall commence to count at noon of the day of her arrival at the place of loading, unless that day is Saturday legal half holiday, in which case time shall count from 7 o'clock A. M. the following working day.

Rule 5. In case where any portion of a day more than one-half day is used in loading a vessel after the expiration of lay days stipulated for loading in Charter Party, such portion of lay day, so used, shall be charged and paid for by charterers as one full day's demurrage per Charter Party, except in case where lay days of vessel would have expired at noon, per Rule 4, in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

Rule 6. In case a vessel is loaded by 12 o'clock noon on the day after expiration of her lay days allotted for loading, and vessel can still clear at the Customs House and the Consulate the same day, no demurrage shall be charged by vessel to charterers for the use of that portion of a day. Should the vessel not be able to clear until Monday, owing to the next day after expiration of lay days being Saturday legal half holiday, then the vessel shall be entitled to two days' demurrage.

Rule 7. In the event of orders for vessel to move to her place of loading not being served on the agents of the vessel in accordance with Rule 4, the vessel must, upon eventual receipt from the charterers of orders to move, proceed to her place of loading as soon thereafter as tide and weather will permit; the lay days, however, to count as per original notification of readiness delivered in accordance with Rule 4.

Rule 8. Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House and to prepare necessary shipping documents, and Rule 3, regarding Sundays and legal holidays, shall apply in this case, it being part of this rule that charterers shall clear the cargo, as stated, in time for vessel to be cleared at the Custom House and Consulate in accordance with advertised office hours.

Rule 9. When steamers or sailing vessels are chartered with a given number of running days for loading and/or discharging cargo, the days used in loading at Philadelphia shall be computed in the same manner as provided for determining demurrage under Rules 5 and 6.

Rule 10. When a vessel's name, nationality, tonnage, class in a specified "Record" and position are correctly stated at time of charter and

the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

Rule 11. In chartering, the phrase "about," when applied to readiness of vessel to load or to sail, either in respect to a vessel in this or in another American port or in a foreign port, shall be understood to mean not to exceed five days for sailing vessel or for steamer from date of actual fixing of vessel.

NOTE.—It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as "nearly," "promptly," "about ready," "first-class," be avoided, and thus obviate many of the law suits and arbitrations certain to result from employing such indefinite terms.

Rule 12. The stipulation that a vessel is to proceed in ballast to commence upon her charter does not admit of taking for ballast anything but unmerchantable stuff, such as water, sand, stone, dirt or surplus bunker coal.

Rule 13. From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. to 6 o'clock P. M., shall be considered due diligence on the part of the ship in loading grain.

Rule 14. It is understood that wherever the word "charterers" is used in the foregoing rules it means charterers or their duly accredited representatives.

Rule 15. Lay-days shall not count during the continuance of a strike of employees of the elevator at or from which vessel has to load, or of stevedores or laborers, which entirely stops charterers from delivering cargo to the vessel, or the vessel from receiving said cargo. The charterers and the vessel are mutually exempt from responsibility to one another for delay caused by such strikes.

Rule 16. Lay days and demurrage on steamers chartered for full cargoes of grain to load at Philadelphia shall be as follows:

DEMURRAGE AND LAY-DAY SCALE.

For STEAMERS Loading and Discharging Cargoes of GRAIN.

When Capacity Guaranteed is						
4,500 to 5,000	Quarters, 10%,	10 days,	Sundays excepted,	£20	Demurrage.	
5,500 to 6,000	"	" 11	"	"	25	"
6,500 to 7,000	"	" 12	"	"	30	"
7,500 to 8,000	"	" 13	"	"	35	"
8,500 to 9,000	"	" 14	"	"	40	"
9,500 to 10,000	"	" 15	"	"	45	"
10,500 to 11,000	"	" 16	"	"	45	"
11,500 to 12,000	"	" 17	"	"	50	"
12,500 to 13,000	"	" 18	"	"	50	"
13,500 to 14,000	"	" 19	"	"	60	"
14,500 to 15,000	"	" 20	"	"	65	"
15,500 to 16,000	"	" 21	"	"	70	"
16,500 to 17,000	"	" 22	"	"	70	"
17,500 to 18,000	"	" 23	"	"	75	"
18,500 to 19,000	"	" 24	"	"	80	"
19,500 to 20,000	"	" 25	"	"	80	"

Rule 17. Lay-days and demurrage on sailing vessels chartered for full cargoes of grain to load at Philadelphia shall be as follows :

LAY-DAY SCALE.

For SAILING Vessels Loading and Discharging Cargoes of GRAIN.

For Vessels Registering.			Lay-days for Vessels Loading Grain.		
From	200 to	250 tons	21	days to load and discharge.	
"	251 to	300 "	22	"	"
"	301 to	350 "	23	"	"
"	351 to	400 "	24	"	"
"	401 to	450 "	25	"	"
"	451 to	500 "	26	"	"
"	501 to	550 "	27	"	"
"	551 to	600 "	28	"	"
"	601 to	650 "	29	"	"
"	651 to	700 "	30	"	"
"	701 to	800 "	31	"	"
"	801 to	900 "	32	"	"
"	901 to	1,000 "	33	"	"
"	1,001 to	1,100 "	34	"	"
"	1,101 to	1,200 "	35	"	"
"	1,201 to	1,300 "	36	"	"
"	1,301 to	1,400 "	37	"	"
"	1,401 to	1,500 "	38	"	"
"	1,501 to	1,600 "	39	"	"
"	1,601 to	1,700 "	40	"	"
"	1,701 to	1,800 "	40	"	"

LAY-DAYS FOR DISCHARGING.

Per American Grain Contract of London Corn Trade Association, London.

For STEAMERS discharging WHEAT and/or CORN, whether for direct Port or for Orders.

Per Contract of 1881.			Per Contract of 1891.		
250	Quarters,	$\frac{1}{4}$ running lay-days,	375	Quarters,	$\frac{1}{4}$ running lay-days.
500	"	$\frac{1}{2}$ " "	750	"	$\frac{1}{2}$ " "
750	"	$\frac{3}{4}$ " "	1,125	"	$\frac{3}{4}$ " "
1,000	"	1 " "	1,500	"	1 " "
2,000	"	2 " "	3,000	"	2 " "
3,000	"	3 " "	4,500	"	3 " "
4,000	"	4 " "	6,000	"	4 " "
5,000	"	5 " "	7,500	"	5 " "
6,000	"	6 " "	9,000	"	6 " "
7,000	"	7 " "	10,500	"	7 " "
8,000	"	8 " "	12,000	"	8 " "
9,000	"	9 " "	13,500	"	9 " "
10,000	"	10 " "	15,000	"	10 " "
11,000	"	11 " "	16,500	"	11 " "
12,000	"	12 " "	18,000	"	12 " "
13,000	"	13 " "	19,500	"	13 " "
14,000	"	14 " "	21,000	"	14 " "
15,000	"	15 " "	22,500	"	15 " "
16,000	"	16 " "	24,000	"	16 " "
17,000	"	17 " "	25,500	"	17 " "
18,000	"	18 " "			
19,000	"	19 " "			
20,000	"	20 " "			
21,000	"	21 " "			
22,000	"	22 " "			
23,000	"	23 " "			
24,000	"	24 " "			
25,000	"	25 " "			

LAY-DAYS FOR DISCHARGING.

Per American Grain Contract of London Corn Trade Association,
London, 1891.

For SAILING Vessels discharging all kinds of GRAIN.

For Cork for Orders.				For Direct Port.			
2,000	Quarters,	. . . 10	running lay-days.	2,000	Quarters,	. . . 8	running lay-days.
2,400	"	. . . 11	"	2,500	"	. . . 9	"
2,800	"	. . . 12	"	3,000	"	. . . 10	"
3,200	"	. . . 13	"	3,500	"	. . . 11	"
3,600	"	. . . 14	"	4,000	"	. . . 12	"
4,000	"	. . . 15	"	4,500	"	. . . 13	"
4,400	"	. . . 16	"	5,000	"	. . . 14	"
4,800	"	. . . 17	"	5,500	"	. . . 15	"
5,200	"	. . . 18	"	6,000	"	. . . 16	"
5,600	"	. . . 19	"	6,500	"	. . . 17	"
6,000	"	. . . 20	"	7,000	"	. . . 18	"
6,400	"	. . . 21	"	7,500	"	. . . 19	"
6,800	"	. . . 22	"	8,000	"	. . . 20	"
7,200	"	. . . 23	"	8,500	"	. . . 21	"
7,600	"	. . . 24	"	9,000	"	. . . 22	"
8,000	"	. . . 25	"	9,500	"	. . . 23	"
8,400	"	. . . 26	"	10,000	"	. . . 24	"
8,800	"	. . . 27	"	10,500	"	. . . 25	"
9,200	"	. . . 28	"	11,000	"	. . . 26	"
9,600	"	. . . 29	"	11,500	"	. . . 27	"
10,000	"	. . . 30	"	12,000	"	. . . 28	"
10,400	"	. . . 31	"	12,500	"	. . . 29	"
10,800	"	. . . 32	"	13,000	"	. . . 30	"
11,200	"	. . . 33	"				

DEMURRAGE SCALE—SAIL—GRAIN.

The Demurrage on sea-going Sailing Vessels shall be as follows, viz:

For Vessels of 200 tons or under, 12 cents per ton.

For Vessels over 200 tons, and not exceeding 500 tons, \$24 for the first 200 tons, and 8 cents per ton for each ton additional.

For Vessels over 500 tons, and not exceeding 900 tons, \$48 for the first 500 tons, and 6 cents per ton for each ton additional.

For Vessels over 900 tons, \$72 for the first 900 tons, and 5 cents per ton for each ton additional.

300 tons register....\$32 00 per day.				1,425 tons register....\$98 25 per day.			
325	"	.... 34 00	"	1,450	"	.... 99 50	"
350	"	.... 36 00	"	1,475	"	....100 75	"
375	"	.... 38 00	"	1,500	"	....102 00	"
400	"	.... 40 00	"	1,525	"	....103 25	"
425	"	.... 42 00	"	1,550	"	....104 50	"
450	"	.... 44 00	"	1,575	"	....105 75	"
475	"	.... 46 00	"	1,600	"	....107 00	"
500	"	.... 48 00	"	1,625	"	....108 25	"
525	"	.... 49 50	"	1,650	"	....109 50	"
550	"	.... 51 00	"	1,675	"	....110 75	"
575	"	.... 52 50	"	1,700	"	....112 00	"
600	"	.... 54 00	"	1,725	"	....113 25	"
625	"	.... 55 50	"	1,750	"	....114 50	"
650	"	.... 57 00	"	1,775	"	....115 75	"
675	"	.... 58 50	"	1,800	"	....117 00	"
700	"	.... 60 00	"	1,825	"	....118 25	"
725	"	.... 61 50	"	1,850	"	....119 50	"
750	"	.... 63 00	"	1,875	"	....120 75	"
775	"	.... 64 50	"	1,900	"	....122 00	"
800	"	.... 66 00	"	1,925	"	....123 25	"
825	"	.... 67 50	"	1,950	"	....124 50	"
850	"	.... 69 00	"	1,975	"	....125 75	"
875	"	.... 70 50	"	2,000	"	....127 00	"
900	"	.... 72 00	"	2,025	"	....128 25	"
925	"	.... 73 25	"	2,050	"	....129 50	"
950	"	.... 74 50	"	2,075	"	....130 75	"
975	"	.... 75 75	"	2,100	"	....132 00	"
1,000	"	.... 77 00	"	2,125	"	....133 25	"
1,025	"	.... 78 25	"	2,150	"	....134 50	"
1,050	"	.... 79 50	"	2,175	"	....135 75	"
1,075	"	.... 80 75	"	2,200	"	....137 00	"
1,100	"	.... 82 00	"	2,225	"	....138 25	"
1,125	"	.... 83 25	"	2,250	"	....139 50	"
1,150	"	.... 84 50	"	2,275	"	....140 75	"
1,175	"	.... 85 75	"	2,300	"	....142 00	"
1,200	"	.... 87 00	"	2,325	"	....143 25	"
1,225	"	.... 88 25	"	2,350	"	....144 50	"
1,250	"	.... 89 50	"	2,375	"	....145 75	"
1,275	"	.... 90 75	"	2,400	"	....147 00	"
1,300	"	.... 92 00	"	2,425	"	....148 25	"
1,325	"	.... 93 25	"	2,450	"	....149 50	"
1,350	"	.... 94 50	"	2,475	"	....150 75	"
1,375	"	.... 95 75	"	2,500	"	....152 00	"
1,400	"	.... 97 00	"				

WHARFAGE—GRAIN.

No charge for wharfage is made by the GRAIN Elevator Companies, of Philadelphia, on either Steamships or Sailing Vessels, while actually loading grain alongside the elevators.

When not loading, wharfage will be charged at the following rates :

STEAMSHIPS—One cent per registered ton per day.

SAILING VESSELS—Under 500 tons register, \$3.00 per day ; 500 to 800 tons register, \$4.00 per day ; 800 to 1000 tons register, \$5.00 per day ; over 1000 tons register, \$6.00.

Rule 18. Charterers desiring signature of Master to Bills of Lading for cargo shipped, must notify Agents of vessel of said desire between the 1st of November and the 1st of April by 3 o'clock P. M. and between the 1st of April and the 1st of November by 4 o'clock P. M.; in both cases the exception to the rule being in connection with Saturdays (legal half holiday), when notice, as above, must be served to the Agents at their Office by 11 o'clock A. M. The Bills of Lading shall be sent to the Office of the Agents of the vessel, and every effort shall be used with a view to having Captain at Agent's Office for this purpose promptly on notification, as above.

Rule 19. Where vessels are chartered with the option to charterers of loading at other than port of discharge, orders are to be given by charterers to Master or his Agents, designating port of loading under charter by 12 o'clock noon, on the day of completion of discharge, excepting on Saturday, when orders shall be given before 11 o'clock A. M. If not discharged on the day on which demand for loading port is made, vessel to again ask for orders. Should vessel come to a port of call, in ballast, charterers are to furnish orders to her Master, or his Agents, within 24 hours after notice of arrival at port of call, or lay days to count.

PORT OF PHILADELPHIA.

MARITIME RULES.

(As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26th, 1893).

PETROLEUM.

Rule 1. Between the 1st of November and the 1st of April, notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, by 3 o'clock P. M., and between the 1st of April

and the 1st of November by 4 o'clock P. M., and on Saturday (legal half holiday), by 11 o'clock A. M.

Rule 2. In case of a sailing vessel or steamer chartered to load a cargo of Petroleum in cases and/or barrels at Philadelphia, notification of readiness shall not be valid unless sufficient ballast (if any ballast be required) is on board vessel and duly trimmed, and, in case of tank oil vessels, the tanks are all tight and free of water, and in every way ready for cargo, the said notification of readiness when required by Charterers to be accompanied by a certificate from a recognized stowage inspector of Philadelphia.

Rule 3. In connection with Rules 1, 2 and 3, charterers are required to deliver orders by 4 o'clock P. M., to the agents of vessel, for vessel to move to her place of loading, between the 1st of November and the 1st of April, and by 5 o'clock P. M. between the 1st of April and the 1st of November. In event of such orders as to place of loading being given to the agent of vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or by 8 o'clock A. M. between the 1st of November and the 1st of April on the day following her notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 2. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated in Rule 4), but not later than 12 o'clock noon, the days shall commence to count at noon of the day of her arrival at the place of loading, unless that day is Saturday legal half holiday, in which case time shall count from 7 o'clock A. M. the following working day.

Rule 4. In case where any portion of a day more than one-half day is used in loading a vessel after the expiration of lay-days stipulated for loading in Charter Party, such portion of lay day so used shall be charged and paid for by charterers as one full day's demurrage per Charter Party, except in case where lay days of vessel would have expired at noon, per Rule 3, in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

Rule 5. In case a vessel is loaded by 12 o'clock noon on the day after expiration of her lay days allotted for loading, and vessel can still clear at the Customs House and the Consulate the same day, no demurrage shall be charged by vessel to charterers for the use of that portion of a day. Should the vessel not be able to clear until Monday, owing to the next day after expiration of lay days being Saturday legal half holiday, then the vessel shall be entitled to two days' demurrage.

Rule 6. In the event of orders for vessel to move to her place of loading not being served on the agents of the vessel in accordance with Rule 3,

the vessel must, upon eventual receipt from the charterers of orders to move, proceed to her place of loading as soon thereafter as tide and weather will permit; the lay days, however, to count as per original notification of readiness delivered in accordance with Rule 3.

Rule 7. Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House and to prepare necessary shipping documents, and Rule 3, regarding Sundays and legal holidays, shall apply in this case, it being part of this rule that charterers shall clear the cargo, as stated, in time for vessel to be cleared at the Custom House and Consulate in accordance with advertised office hours.

Rule 8. When a vessel's name, nationality, tonnage, class in a specified "Record" and position are correctly stated at time of charter and the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

Rule 9. In chartering, the phrase "about," when applied to readiness of vessels to load or to sail, either in respect to a vessel in this or in another American port or in a foreign port, shall be understood to mean not to exceed five days for sailing vessel or for steamer from date of actual fixing of vessel.

NOTE.—It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as "nearly," "promptly," "about ready," "first-class," be avoided, and thus obviate many of the law suits and arbitrations certain to result from employing such indefinite terms.

Rule 10. The stipulation that a vessel is to proceed in ballast to commence upon her charter does not admit of taking for ballast anything but unmerchantable stuff, such as water, sand, stone, dirt or surplus bunker coal.

Rule 11. From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. to 6 o'clock P. M., shall be considered due diligence on the part of the ship in loading grain.

Rule 12. When practicable and not injurious to the stowage of the vessel (of which fact the regular Stowage Inspectors employed for the cargo shall be the judges and shall give their decision in writing,) she shall, on demand of the charterers, employ two gangs for loading petroleum, it being agreed that for each day during which two gangs are employed on loading cargo, one day's wharfage shall be allowed vessel by the party requiring such extra labor. When loading petroleum under lay-day scale, Special Schedule B, October 15th, 1886, the ship to furnish two gangs of stevedores without any wharfage allowance.

Rule 13. It is understood that wherever the word "charterers" is used in the foregoing rules it means charterers or their duly accredited representatives.

Rule 14. In case a strike, at the petroleum yard at which or from which vessel is loading, shall make it impossible for charterers to furnish cargo, lay-days are not to count during such strike, and in case of a strike of stevedores or other laborers employed by the vessel, preventing the latter from receiving cargo, the ship shall be free from responsibility on account of the delay. In either case, such vessels as are detained by strike, as above, shall not be charged any wharfage as long as they are prevented from receiving cargo on account of said strike.

LAY-DAY SCALE—SAIL—PETROLEUM.

On Vessels Loading Petroleum in BARRELS.

A, Old Schedule—Adopted in 1876.				B, Special Schedule—October 15, 1886.			
Vessels	2,000 to	2,500 bbls.,	10 lay-days.	Vessels	2,000 to	2,500 bbls.,	8 lay-days.
"	2,501 to	3,500	" 12 "	"	2,501 to	3,500	" 9 "
"	3,501 to	4,500	" 14 "	"	3,501 to	4,500	" 10 "
"	4,501 to	5,500	" 15 "	"	4,501 to	5,500	" 11 "
"	5,501 to	6,500	" 17 "	"	5,501 to	6,500	" 12 "
"	6,501 to	7,500	" 20 "	"	6,501 to	7,500	" 13 "
"	7,501 to	8,500	" 22 "	"	7,501 to	8,500	" 14 "
"	8,501 to	9,500	" 25 "	"	8,501 to	9,500	" 15 "
"	9,501 to	10,500	" 26 "	"	9,501 to	10,500	" 16 "
"	10,501 to	11,500	" 27 "	"	10,501 to	11,500	" 17 "
"	11,501 to	12,500	" 28 "	"	11,501 to	12,500	" 18 "
"	12,501 to	13,500	" 30 "	"	12,501 to	13,500	" 19 "
"	13,501 to	14,500	" 32 "	"	13,501 to	14,500	" 20 "
"	14,501 to	15,500	" 33 "	"	14,501 to	15,500	" 21 "
"	15,501 to	16,500	" 35 "	"	15,501 to	16,500	" 22 "

Above special schedule applicable only to vessels ready for cargo, within contract date for cargo; otherwise old schedule to prevail.

LAY-DAY SCALE—SAIL—PETROLEUM.

On Vessels Loading Petroleum in CASES.

Vessels of 10,000 cases, 10 per cent.,	10 days.
" " 15,000 " 10 " "	10 "
" " 20,000 " 10 " "	12 "
" " 25,000 " 10 " "	14 "
" " 30,000 " 10 " "	16 "
" " 35,000 " 10 " "	18 "
" " 40,000 " 10 " "	20 "
" " 45,000 " 10 " "	22 "
" " 50,000 " 10 " "	23 "
" " 55,000 " 10 " "	24 "
" " 60,000 " 10 " "	25 "
" " 65,000 " 10 " "	26 "
" " 70,000 " 10 " "	27 "
" " 75,000 " 10 " "	28 "
" " 80,000 " 10 " "	29 "
" " 85,000 " 10 " "	30 "
" " 90,000 " 10 " "	31 "
" " 95,000 " 10 " "	32 "
" " 100,000 " 10 " "	33 "

DEMURRAGE SCALE—SAIL—PETROLEUM.

The Demurrage on sea-going sailing vessels shall be as follows, viz :

For vessels of 200 tons or under, 12 cents per ton.

For vessels over 200 tons, and not exceeding 500 tons, \$24 for the first 200 tons, and 8 cents per ton for each ton additional.

For vessels over 500 tons, and not exceeding 900 tons, \$48 for the first 500 tons, and 6 cents per ton for each ton additional.

For vessels over 900 tons, \$72 for the first 900 tons, and 5 cents per ton for each ton additional.

300 tons register....\$32 00 per day.				1,425 tons register....\$98 25 per day.			
325	"	....	34 00 "	1,450	"	....	99 50 "
350	"	....	36 00 "	1,475	"	....	100 75 "
375	"	....	38 00 "	1,500	"	....	102 00 "
400	"	....	40 00 "	1,525	"	....	103 25 "
425	"	....	42 00 "	1,550	"	....	104 50 "
450	"	....	44 00 "	1,575	"	....	105 75 "
475	"	....	46 00 "	1,600	"	....	107 00 "
500	"	....	48 00 "	1,625	"	....	108 25 "
525	"	....	49 50 "	1,650	"	....	109 50 "
550	"	....	51 00 "	1,675	"	....	110 75 "
575	"	....	52 50 "	1,700	"	....	112 00 "
600	"	....	54 00 "	1,725	"	....	113 25 "
625	"	....	55 50 "	1,750	"	....	114 50 "
650	"	....	57 00 "	1,775	"	....	115 75 "
675	"	....	58 50 "	1,800	"	....	117 00 "
700	"	....	60 00 "	1,825	"	....	118 25 "
725	"	....	61 50 "	1,850	"	....	119 50 "
750	"	....	63 00 "	1,875	"	....	120 75 "
775	"	....	64 50 "	1,900	"	....	122 00 "
800	"	....	66 00 "	1,925	"	....	123 25 "
825	"	....	67 50 "	1,950	"	....	124 50 "
850	"	....	69 00 "	1,975	"	....	125 75 "
875	"	....	70 50 "	2,000	"	....	127 00 "
900	"	....	72 00 "	2,025	"	....	128 25 "
925	"	....	73 25 "	2,050	"	....	129 50 "
950	"	....	74 50 "	2,075	"	....	130 75 "
975	"	....	75 75 "	2,100	"	....	132 00 "
1,000	"	....	77 00 "	2,125	"	....	133 25 "
1,025	"	....	78 25 "	2,150	"	....	134 50 "
1,050	"	....	79 50 "	2,175	"	....	135 75 "
1,075	"	....	80 75 "	2,200	"	....	137 00 "
1,100	"	....	82 00 "	2,225	"	....	138 25 "
1,125	"	....	83 25 "	2,250	"	....	139 50 "
1,150	"	....	84 50 "	2,275	"	....	140 75 "
1,175	"	....	85 75 "	2,300	"	....	142 00 "
1,200	"	....	87 00 "	2,325	"	....	143 25 "
1,225	"	....	88 25 "	2,350	"	....	144 50 "
1,250	"	....	89 50 "	2,375	"	....	145 75 "
1,275	"	....	90 75 "	2,400	"	....	147 00 "
1,300	"	....	92 00 "	2,425	"	....	148 25 "
1,325	"	....	93 25 "	2,450	"	....	149 50 "
1,350	"	....	94 50 "	2,475	"	....	150 75 "
1,375	"	....	95 75 "	2,500	"	....	152 00 "
1,400	"	....	97 00 "				

WHARFAGE—PETROLEUM.

Rates of Wharfage at PETROLEUM Wharves, Point Breeze, Philadelphia, and at Chester and Marcus Hook, Pa.

VESSELS, REGISTERED TONNAGE.	For Vessels lying at inside Berths, either idle or work- ing, and while working at outside Berths.	FOR VESSELS WHILE IDLE AT OUTSIDE BERTHS.	
		Second Tier.	Outside of Second Tier.
Tons.	Per Day.	Per Day.	Per Day.
200 or under.	\$2.75	\$1.40	\$1.05
300	3.25	1.65	1.20
400	3.75	1.90	1.40
500	4.50	2.25	1.70
600	5.00	2.50	1.90
700	5.25	2.65	1.95
800	5.50	2.75	2.05
900	6.00	3.00	2.25
1,000	6.50	3.25	2.45
1,100	6.75	3.40	2.55
1,200	7.00	3.50	2.65
1,300	7.50	3.75	2.80
1,400	8.00	4.00	3.00
1,500	8.50	4.25	3.20
1,600	9.00	4.50	3.40
1,700	9.25	4.65	3.45
1,800	9.50	4.75	3.55
1,900	9.75	4.90	3.65
2,000	10.00	5.00	3.75
2,100	10.50	5.25	3.95
2,200	11.00	5.50	4.15
2,300	11.50	5.75	4.30
2,400	12.00	6.00	4.50
2,500	12.50	6.25	4.70
2,600	13.00	6.50	4.90
2,700	13.50	6.75	5.05
2,800	14.00	7.00	5.25
2,900	14.50	7.25	5.45
3,000	15.00	7.50	5.65
3,100	15.50	7.75	5.70
3,200	16.00	8.00	6.00
3,300	16.50	8.25	6.20
3,400	17.00	8.50	6.40
3,500	17.50	8.75	6.55

The reduced rates, as above, for vessels idle at outside berths, are to be allowed only when such berths are occupied by direction of the Wharf Superintendent or Harbor Master ; otherwise, full rates will be charged, the same as for inside berths.

PORT OF PHILADELPHIA.

MARITIME RULES.

*(As Approved by the Board of Directors of The Philadelphia Maritime Exchange
June 26th, 1893.)*

SUGAR—STEAM AND SAIL.

Discharge.

Steam. Lay-days for discharge of Steamers to begin at 7 A. M., after one full day, succeeding the day of vessel's entry at Custom House, Philadelphia. The office hours of the United States Custom House for entrance or clearance of vessels are from 9 A. M. until 4 P. M., so that a steamer entered at Customs between the hours named on, say, Monday, would be entitled to her general order for discharging, and for the discharge of the vessel to begin, or lay-days to count, say, from 7 A. M. on Wednesday. If Importer or Refiner would join with Master of Vessel in an application to Collector of the Port, permission can be obtained from Custom authorities to commence discharge of cargo immediately after entry of vessel at Custom House.

Sail. Lay-days for discharge of sailing vessels to begin 48 hours after entry of vessel at Custom House, Philadelphia.

Stevedoring—Steam and Sail.

Rates for stevedoring bags, baskets, mats, hogsheads, etc., by Refiners; also by numerous first-class independent stevedores:

Pernambuco and other Brazilian Sugars, $2\frac{1}{4}$ cents per bag, average net weight of bags 145 pounds, say $15\frac{1}{2}$ bags per ton.

Hamburg, $2\frac{3}{4}$ cents per bag, average net weight of bags 220 pounds, say $10\frac{1}{4}$ bags per ton.

Demerara, 3 cents per bag, average net weight of bags 250 pounds, say 9 bags per ton.

Cuba, $3\frac{1}{4}$ cents per bag, average net weight of bags 320 pounds, say 7 bags per ton.

Manilla, Iloilo and Cebu, 30 cents per 2,240 pounds, net delivered weight.

Java, 28 cents per 2240 pounds, net delivered weight.

Cuba and Porto Rico, hogsheads, single or double-deck vessel, 17 cents per hogshead; approximate weight of hogshead, 1,700 pounds.

Cuba and Porto Rico, hogsheads, beam vessels, 20 cents per hogshead; approximate weight of hogshead, 1,700 pounds.

Barbadoes, hogsheads, single or double-deck vessel, 23 cents per hogshead; approximate weight of hogshead, 2,100 pounds.

Barbadoes, hogsheads, beam vessels, 28 cents per hogshead; approximate weight of hogshead, 2,100 pounds.

Other English Islands, hogsheads, single or double-deck vessel, 25 cents per hogshead, approximate weight of hogshead 2300 pounds.

Other English Islands, hogsheads, beam vessels, 30 cents per hogshead; approximate weight of hogshead, 2,300 pounds.

Despatch—Steam and Sail.

Amount of sugar which steamers and sailing vessels are entitled to demand, shall be discharged per day, according to the customs of the Port of Philadelphia.

Steam. In absence of any explicit written agreement to contrary between the contracting parties, steamers carrying not less than 1,500 tons of sugar are entitled by the custom of the Port of Philadelphia to discharge the following quantities of sugar per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar:

Sugar in bags, baskets, mats, etc., 500 tons of 2,240 lbs. per day.

Sugar in hogsheads, 400 hogsheads per day.

Sail. In the absence of any explicit written agreement to contrary between the contracting parties, sailing vessels are entitled by the custom of the Port of Philadelphia to discharge the following quantities of sugar, per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar:

Cuba or other West India sugar in bags, not less than 325 tons (2,240 lbs.), per day.

Cuba, or other West India sugar in hogsheads, not less than 300 hogsheads per day.

Jaggery, China, Egyptian, Brazil, East India and Java sugar, not less than 200 tons (2240 lbs.), per day.

Weighing—Steam and Sail.

Unless vessel stipulates at time of charter or upon signing bills of lading for the payment of freight upon the in-take or invoice weight, or unless an agreed percentage for estimated loss in weight on cargo during

voyage is fixed, Refiner or Importer is justified in requiring vessel to participate in cost of ascertaining weight of cargo delivered at port of discharge. The charge for weighing sugar cargoes is one cent per 100 pounds, one-half of which cost, say, one-half cent. per 100 pounds, is a proper charge to be made by Refiner or Importer to vessel, when freight is payable upon delivered weight, and no special clause inserted in charter or bills of lading, exempting vessel from this charge.

Exchange—Steam and Sail.

The Sterling rate of Exchange for marine freight, payable at Philadelphia on cargoes of sugar discharged here, to be as per Messrs. Brown Bros. & Co.'s certificate as to selling rate of Exchange current at noon on day of vessel entering at Custom House, Philadelphia, for demand or 60 days sight bills on London.

Owners and masters are urged to have the conditions upon which their freight is payable at port of discharge clearly defined in charter parties or bills of lading, which can be done by adopting either of the following clauses, A or B. If it is intended that freight should be payable in cash at the sight or demand rate of Exchange on London, let it be so specified, as in clause A. In like manner, if it is the intention for freight to be payable at the 60 days' sight rate of Exchange on London, let it be so specified as in clause B.

(A). Freight to be payable in cash at the current rate of exchange for bankers' demand bills on London, at noon on day of vessel's entry at Custom House, Philadelphia.

(B). Freight to be payable in cash, at the current rate of exchange for bankers' sixty days sight bills on London, at noon of day of vessel's entry at Custom House, Philadelphia.

These suggestions are put forward in detail, owing to the differences of opinion that have arisen under clauses similar to following:

- (1). Freight payable in cash, according to the custom of the port.
- (2). Freight payable in cash, according to the custom of the port, without discount, etc.

Wharfage—Steam and Sail.

When vessels discharge at wharves of Refiners the great bulk of sugar is so discharged—the following rates of wharfage apply:

NOTE. The custom of the Port requires vessels to discharge their cargoes of sugar at any safe, suitable wharf, designated by Refiner or other Consignee of cargo.

Steamer.—To pay \$4 per day for the first 200 tons net register of vessel, and three-quarters of one cent for each additional net register ton.

NOTE. This makes the wharfage of a 1500 tons net register Steamer \$13.75 per day.

Sail.—To pay \$4 for the first 200 tons net register and one-half of one cent each additional net register ton.

NOTE. A 600 tons net register sailing vessel would pay for wharfage \$6 per day.

According to the custom of the Port of Philadelphia, in computing wharfage, the day the vessel comes and the day the vessel goes are considered as one full day.

Demurrage—Steam and Sail.

When a rate is not specifically stipulated for in charter party or bills of lading, demurrage on Steamers to be computed at the rate of 12½c per net register ton per day, and on sailing vessels, at the rate of eight (8) cents per net register ton per day.

Despatch Money—Steamers.—Despatch Money, if any be due to consignees of the cargo, to be computed at the rate of five (5) cents per net register ton of steamer per working day, payable upon settlement of freight.

NOTE. In computing discharging days for demurrage and/or despatch money, days and parts of days to be counted.

All cargo must be tallied alongside of vessel as delivered over the rail.

COMMERCE OF THE PORT OF PHILADELPHIA

For the past Ten Years.

American Vessels entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1884	414	200,933	2	1,761
1885	433	210,023	4	3,560
1886	417	127,518	4	1,070
1887	323	169,747	7	9,356
1888	348	187,734	4	1,789
1889	385	223,873	10	13,686
1890	354	210,474	4	3,134
1891	353	221,401	5	4,329
1892	389	263,490	12	12,218
1893	285	211,654	9	7,713

Foreign Vessels entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1884	623	596,706	89	80,397
1885	743	770,958	107	92,634
1886	862	943,350	59	62,150
1887	1,021	1,091,562	26	31,341
1888	810	829,175	37	42,359
1889	814	884,787	91	117,065
1890	935	1,052,562	136	189,531
1891	844	959,917	172	266,736
1892	914	1,044,240	303	465,305
1893	757	931,558	235	391,624

American Vessels Cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1884	265	149,591	23	7,548
1885	269	153,764	18	6,359
1886	243	143,810	13	4,340
1887	218	148,894	10	3,710
1888	232	137,768	15	4,842
1889	251	178,681	6	2,005
1890	210	144,942	19	7,745
1891	313	224,179	17	7,830
1892	322	243,449	11	6,988
1893	245	210,631	12	4,966

Foreign Vessels Cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1884	919	586,687	22	16,641
1885	763	771,997	25	23,241
1886	695	725,587	32	17,418
1887	762	782,682	65	39,811
1888	611	642,874	104	63,523
1889	615	673,252	82	55,794
1890	772	910,736	104	97,644
1891	677	820,683	95	62,876
1892	946	1,255,259	151	90,069
1893	727	1,018,734	148	95,724

Vessels Arriving Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1884	1,658	14	50	22	3,459	5,203
1885	1,633	25	42	20	3,008	4,728
1886	1,610	19	53	25	2,518	4,531
1887	1,539	19	77	52	2,727	4,414
1888	1,517	18	34	22	2,396	3,987
1889	1,443	11	21	8	2,509	3,746
1890	1,376	8	80	19	2,361	3,844
1891	1,474	16	44	8	2,706	4,248
1892	1,472	12	49	5	2,153	4,051
1893	1,471	11	71	7	2,555	4,115

Vessels Sailing Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1884	1,702	10	52	39	3,246	5,049
1885	1,707	9	58	48	2,914	4,736
1886	1,841	2	71	50	2,705	4,669
1887	1,819	8	89	69	2,820	4,805
1888	1,597	7	73	49	2,564	4,290
1889	1,647	9	69	29	2,389	4,143
1890	1,563	10	102	37	2,453	4,165
1891	1,684	11	88	27	2,742	4,552
1892	1,551	14	70	30	2,548	4,213
1893	1,554	6	77	15	2,669	4,321

Arrivals at the Delaware Breakwater during 1893.

	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
For orders	80	15	118	31	134	378
For harbor	49	14	48	12	1886	2009
In distress	1	—	2	—	7	10
	<u>130</u>	<u>29</u>	<u>168</u>	<u>43</u>	<u>2027</u>	<u>2397</u>

EXPORTS OF WHEAT AND CORN FOR THE PAST TEN YEARS.

From Ports on the Atlantic Coast, with Percentages from each Port.

PORTS.	MONTREAL.	PORTLAND.	BOSTON.	NEW YORK.	PHILADELPHIA.	BALTIMORE.	NEW ORLEANS.	TOTALS.			
1884. Total Exports,	3,426,885 W. 2,036,059 C.	6.2 7.4	263,161 W. 1,283,600 C.	0.4 4.7	1,639,598 W. 4,156,483 C.	2.8 15.1	26,707,296 W. 9,492,200 C.	55.1 34.0	1,346,019 W. 3,975,626 C.	2.3 14.4	55,226,732 W. 27,631,221 C.
1885. Total Exports,	5,462,935	6.7	1,536,761	2.0	5,796,081	6.9	36,256,495	43.8	7,310,425	2.5	82,851,953
1886. Total Exports,	5,338,058	5.7	1,313,119	1.4	5,458,845	5.9	44,325,483	47.9	9,461,436	20.1	92,487,677
1887. Total Exports,	5,885,662 W. 3,910,209 C.	11.1 6.8	960,882 W. 4,111,555 C.	2.5 0.7	2,376,208 W. 3,025,673 C.	4.4 5.2	32,990,610 W. 20,996,705 C.	56.5 36.7	6,079,146 W. 1,857,353 C.	19.7 23.6	53,023,472 W. 37,121,822 C.
1888. Total Exports,	7,434,716 W. 4,263,108 C.	9.4 5.0	1,333,456 W. 4,333,456 C.	1.6 1.2	3,983,925 W. 2,133,958 C.	5.0 7.1	41,886,049 W. 12,366,272 C.	53.1 38.1	8,774,374 W. 1,996,583 C.	14.0 16.3	78,768,852 W. 32,296,746 C.
1889. Total Exports,	8,697,824	7.8	1,333,456	1.2	6,297,883	5.6	54,192,321	48.7	10,770,757	10.4	111,065,598
1890. Total Exports,	2,157,548 W. 2,660,003 C.	9.7 8.9	176,160 W. 1,761,600 C.	0.8 0.3	1,210,666 W. 3,245,820 C.	5.5 10.8	12,609,242 W. 14,236,181 C.	56.7 47.8	949,844 W. 859,371 C.	18.3 12.6	22,213,200 W. 29,798,861 C.
1891. Total Exports,	4,817,551	9.2	176,160	0.3	4,456,486	8.5	26,845,423	51.6	1,869,215	15.4	52,612,091
1892. Total Exports,	1,962,956 W. 6,601,989 C.	9.9 8.5	459,111 W. 641,683 C.	0.0 0.9	7,135,933 C.	9.2	28,786,977 C.	54.7 29.5	1,110,666 W. 16,735,521 C.	22.2 23.3	19,697,950 W. 77,099,460 C.
1893. Total Exports,	8,564,945	8.8	641,683	0.7	7,595,044	7.9	39,571,280	40.9	4,750,922	21.9	96,797,410
1894. Total Exports,	2,156,807 W. 4,849,024 C.	9.4 5.8	65,213 W. 323,376 C.	0.3 0.3	525,287 W. 4,500,703 C.	2.4 5.8	12,599,286 W. 21,600,147 C.	57.2 29.5	617,876 W. 16,735,521 C.	21.9 23.3	22,046,632 W. 83,224,337 C.
1895. Total Exports,	7,005,831	6.7	388,589	0.3	5,025,990	- 4.8	37,169,433	35.3	17,353,397	13.3	105,270,969
1896. Total Exports,	6,090,114 W. 2,173,070 C.	6.8 7.8	700,157 W. 30 C.	.8 0.0	2,787,115 W. 3,897,565 C.	3.2 14.2	46,957,113 W. 13,180,393 C.	52.3 47.9	6,840,303 W. 2,608,677 C.	17.5 10.9	89,545,446 W. 27,556,535 C.
1897. Total Exports,	8,263,184	7.0	700,207	.6	6,684,680	5.7	60,137,506	51.4	9,449,180	16.7	117,101,198
1898. Total Exports,	6,693,058 W. 1,397,941 C.	6.35 2.04	1,010,515 W. 24,795 C.	0.96 0.00	7,501,903 W. 2,971,588 C.	7.11 4.38	49,555,025 W. 18,424,637 C.	46.97 26.60	9,762,594 W. 19,236,314 C.	15.67 28.24	105,513,588 W. 67,840,211 C.
1899. Total Exports,	8,086,999	4.66	1,010,545	0.58	10,473,761	6.04	67,597,662	39.00	28,998,908	20.59	173,383,799
1900. Total Exports,	6,186,412 W. 8,116,445 C.	7.46 18.67	1,050,049 W. 24,795 C.	1.27 0.00	5,275,276 W. 3,241,170 C.	6.35 12.60	38,047,932 W. 12,802,639 C.	45.87 29.43	5,723,510 W. 3,665,933 C.	15.82 10.37	82,955,416 W. 43,367,171 C.
1901. Total Exports,	14,302,857	11.30	1,074,754	.84	10,516,446	8.32	56,849,971	40.21	9,889,143	16.03	126,472,133

NOTE.—The figures in above table represent bushels.

PETROLEUM.

Exports during past ten years—Philadelphia, New York, Baltimore.—Percentages Shipped each Year from each of the three Ports.

PORT	1884.		1885.		1886.		1887.		1888.		1889.		1890.		1891.		1892.		1893.	
	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.
<i>Philadelphia</i>	2,323,455	24.1	2,968,119	29.8	2,933,245	28.8	3,227,442	30.3	2,657,743	26.5	3,168,745	26.5	3,185,924	25.82	3,940,258	34.59	4,910,739	38.04	6,252,518	38.96
<i>Baltimore</i>	273,485	2.8	204,292	2.1	244,783	2.02	208,031	1.9	144,039	1.4	173,210	1.47	278,643	2.26	178,022	1.56	301,651	2.34	542,050	3.37
<i>New York</i>	7,065,606	73.1	6,771,745	68.1	7,012,621	69.00	7,235,031	67.8	7,206,724	72.1	8,607,281	72.03	8,871,059	71.92	7,272,467	64.18	7,696,388	59.62	9,356,441	57.67
Total	9,662,546	100.	9,944,156	100.	10,170,649	100.	10,670,504	100.	10,008,506	100.	11,949,236	100.	12,335,626	100.	11,390,747	100.	12,908,778	100.	16,051,009	100.

NOTE.—Cases are included in above statistics, and are estimated at five to the barrel.

Importations of Sugar and Molasses at the Port of Philadelphia during the past Twenty Years.

SUGAR.

	HOGSHEADS.	BOXES.	BAGS.	TONS.
1874	57,107	8,881	32,560	38,854
1875	50,016	15,250	23,969	34,306
1876	43,292	3,976	344	26,758
1877	35,392	2,042	5,464	22,021
1878	75,334	1,673	14,488	48,025
1879	93,918	1,010	3,762	58,980
1880	79,494	653	2,058	48,096
1881	61,486	554	49,576	45,602
1882	98,700	249	65,603	70,364
1883	89,442	150	126,841	73,517
1884	124,964	.....	277,019	104,500
1885	99,825	1,210	475,551	110,508
1886	83,383	.....	742,057	112,927
1887	76,434	.....	937,229	133,397
1888	78,228	.....	1,742,718	210,104
1889	70,154	.....	2,043,976	243,700
1890	30,952	.....	3,138,135	344,439
1891	50,799	.....	4,114,564	487,128
1892	48,423	.....	4,348,601	488,058
1893	21,660	.....	3,185,927	452,144

MOLASSES.

	HOGSHEADS.	GALLONS.		HOGSHEADS.	GALLONS.
1874	81,380	10,294,570	1884	90,579	12,306,230
1875	108,467	14,097,092	1885	114,023	15,514,455
1876	90,828	12,069,201	1886	138,260	17,973,800
1877	53,839	6,931,346	1887	108,035	14,386,005
1878	72,635	9,511,610	1888	110,608	14,728,524
1879	101,615	13,204,230	1889	87,013	9,855,611
1880	97,306	12,985,830	1890	109,660	12,693,145
1881	68,675	9,378,025	1891	53,136	6,907,680
1882	115,843	15,707,051	1892	73,420	9,544,600
1883	66,699	8,804,042	1893	37,237	4,840,810

Statement of Coal Exported from the Port of Philadelphia During the Ten Years Ending December 31, 1893.

	TONS.	VALUE.
Year 1884, Anthracite, tons,	15,851	\$63,741
Bituminous "	38,428	136,189
Total,	54,279	\$199,930
Year 1885, Anthracite, tons,	16,345	\$54,880
Bituminous "	64,161	198,910
Total,	80,506	\$253,790
Year 1886, Anthracite, tons,	13,130	\$42,850
Bituminous "	52,011	155,975
Total,	65,141	\$198,825
Year 1887, Anthracite, tons,	10,086	\$37,767
Bituminous "	81,894	233,676
Total,	91,980	\$271,443
Year 1888, Anthracite, tons,	14,952	\$66,774
Bituminous "	156,405	426,456
Total,	171,357	\$493,230
Year 1889, Anthracite, tons,	15,031	\$55,245
Bituminous "	237,242	645,467
Total,	252,273	\$700,712
Year 1890, Anthracite, tons,	20,171	\$70,608
Bituminous "	279,242	751,889
Total,	299,413	\$822,497
Year 1891, Anthracite, tons,	19,939	\$70,129
Bituminous "	337,055	919,929
Total,	356,994	\$990,058
Year 1892, Anthracite, tons,	23,031	\$85,137
Bituminous "	372,028	1,024,812
Total,	395,059	\$1,109,949
Year 1893, Anthracite, tons,	26,029	\$97,424
Bituminous, "	296,625	805,635
Total,	322,654	\$903,059

Value of Exports and Imports at Philadelphia for the
past Fifty Years.

YEARS.	EXPORTS.	IMPORTS.	YEARS.	EXPORTS.	IMPORTS.
1844.....	\$3,535,246	\$7,217,367	1869.....	\$15,872,249	\$16,414,535
1845.....	3,574,363	8,159,227	1870.....	16,694,478	14,952,371
1846.....	4,751,005	7,989,396	1871.....	28,688,551	20,820,374
1847.....	8,544,391	9,587,516	1872.....	20,484,803	26,824,333
1848.....	5,732,333	11,147,584	1873.....	29,683,186	29,186,925
1849.....	5,343,421	10,645,500	1874.....	29,878,911	25,004,785
1850.....	4,501,606	12,066,154	1875.....	31,836,727	24,011,014
1851.....	5,356,039	14,168,751	1876.....	59,539,450	21,000,000
1852.....	5,828,571	14,785,917	1877.....	37,823,356	20,126,032
1853.....	6,527,996	18,834,410	1878.....	48,362,116	21,048,197
1854.....	10,104,416	21,359,306	1879.....	50,685,838	27,224,549
1855.....	5,274,338	15,309,935	1880.....	46,589,584	38,933,832
1856.....	7,144,488	16,585,685	1881.....	41,162,957	29,764,278
1857.....	7,135,256	17,890,369	1882.....	34,529,459	37,666,489
1858.....	5,947,241	12,890,369	1883.....	38,662,434	32,811,045
1859.....	5,298,095	15,603,769	1884.....	36,891,605	31,990,309
1860.....	7,839,286	14,531,352	1885.....	37,281,739	33,365,242
1861.....	10,277,938	8,004,161	1886.....	33,607,386	37,997,005
1862.....	11,518,970	8,327,976	1887.....	33,813,024	39,570,687
1863.....	10,628,968	6,269,530	1888.....	28,012,879	45,020,132
1864.....	13,664,862	9,135,685	1889.....	29,183,468	50,996,802
1865.....	12,582,162	5,645,755	1890.....	36,478,554	56,057,013
1866.....	17,867,716	7,331,261	1891.....	42,845,724	62,438,219
1867.....	14,442,398	14,071,765	1892.....	60,274,024	63,277,781
1868.....	15,706,445	14,218,365	1893.....	43,416,955	58,870,186

IMPORT DUTIES.
Showing the Receipts at the Philadelphia Custom House during the past Ten Years.

MONTHS.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
January.....	\$ 106,216 94	\$907 821 13	\$1 002,923 52	\$1 288,821 25	\$1 397,497 20	\$2,184,225 00	\$2,203,993 25	\$2,175,750 15	\$338,097 31	\$1,175,540 73
February.....	1,126,276 23	922,560 75	1,092 940 42	1,504,237 51	1,805,394 89	1,794,178 72	2,220,111 22	1,403,625 46	759 864 75	803,170 53
March.....	1,243 388 17	1,360,017 06	1,279 435 96	1 659 453 38	1,640,574 68	1,931,801 20	2,316,261 79	966 413 09	961,398 65	993,273 81
April.....	1,223,773 62	1,300,550 87	1,506,688 91	1 602,487 60	1,742,571 84	2,095 809 00	2,393,705 41	630,516 06	872,558 34	947,826 60
May.....	1,256,618 43	1,298,058 78	1,391,258 23	1 634,534 89	1,598,952 99	1,927,914 69	2 182,797 53	714,492 63	766,324 66	866,040 21
June.....	1,061 102 32	1,119 386 81	1,377 163 55	1 665,441 34	1,928,528 98	1,944,026 12	2,413 854 36	931 501 92	839,482 52	933,069 78
July.....	1,036,349 85	1,215,685 86	1,480,134 24	1,577,351 60	1,983,676 96	2,281,249 45	2,930 292 41	751,182 99	1,045,437 66	859,534 52
August.....	1,002 643 64	1,119 871 74	1,573,827 86	1,751,699 68	1,931,687 42	1,977,004 77	2,342,275 11	653,901 93	952,632 97	687,921 15
September.....	1,217,365 96	1,316,957 75	1,665,951 81	1,412,401 69	1,922,767 85	1,623,711 76	2,536,870 24	798,019 02	1 032,398 30	761,713 74
October.....	894,167 13	1,191 388 99	1,234,724 87	1,323,696 66	1,892 521 89	1,656,330 68	2,047,014 64	707 373 49	1,001,803 10	634,720 36
November.....	708,681 67	1,021,186 98	1,390,680 96	1,300,667 51	1,037,677 59	1,637,011 98	2,422,113 24	631,769 37	848 511 79	618,436 58
December.....	621 547 94	1,027,703 89	1,267,331 02	1,230,350 31	1,685,531 88	1,531,877 53	1,917,689 61	646,561 56	846,260 18	511,556 66
Totals.....	\$12,398 131 50	\$13,501,190 61	\$16,182,101 35	\$17,948,184 82	\$20,567,684 17	\$22,405,140 90	\$27,926,918 81	\$11,011,097 67	\$10,764,764 23	\$9,792,804 61

Towage Rates Inward,

INWARD-BOUND SQUARE-

Arriving at South Chester Oil Works, mouth of Schuylkill or any point on the Delaware vessels anchor, transporting rates to be charged in addition. If bound to Girard Point, per cent., to be charged in addition. If vessels anchor at South Chester Oil Works,

REGISTERED TONNAGE.			16½ Miles. Chester.	20 Miles. Marcus Hook.	28½ Miles. Wilmington Creek.	31½ Miles. Wilmington.	33½ Miles. New Castle.	40 Miles. Fort Delaware or Delaware City.
From	150 to	200 tons	11	\$13	\$16	\$26	\$18	\$21
"	200 to	300 "	12	14	17	27	19	22
"	300 to	400 "	13	15	18	28	21	24
"	400 to	500 "	14	16	19	29	22	25
"	500 to	600 "	15	17	20	30	24	27
"	600 to	700 "	16	18	22	32	26	30
"	700 to	800 "	17	19	24	34	28	32
"	800 to	900 "	18	20	26	36	30	34
"	900 to	1,000 "	19	21	28	..	32	37
"	1,000 to	1,100 "	20	22	30	..	34	40
"	1,100 to	1,200 "	21	23	32	..	36	42
"	1,200 to	1,300 "	22	24	34	..	38	45
"	1,300 to	1,400 "	23	25	36	..	40	48
"	1,400 to	1,500 "	24	26	38	..	42	51
"	1,500 to	1,600 "	25	27	40	..	44	54
"	1,600 to	1,700 "	26	28	42	..	46	57
"	1,700 to	1,800 "	27	29	44	..	48	60
"	1,800 to	1,900 "	28	30	46	..	50	64
"	1,900 to	2,000 "	29	31	48	..	52	67
"	2,000 to	2,100 "	30	32	50	..	54	70
"	2,100 to	2,200 "	31	33	52	..	56	73
"	2,200 to	2,300 "	32	35	54	..	58	76
"	2,300 to	2,400 "	33	37	55	..	61	79
"	2,400 to	2,500 "	34	39	57	..	63	82
"	2,500 to	2,600 "	35	41	59	..	66	85
"	2,600 to	2,700 "	36	43	61	..	68	88
"	2,700 to	2,800 "	37	45	63	..	70	91
"	2,800 to	2,900 "	38	47	65	..	72	94
"	2,900 to	3,000 "	39	49	67	..	74	97
"	3,000 to	3,100 "	40	51	69	..	76	100
"	3,100 to	3,200 "	41	53	70	..	80	102
"	3,200 to	3,300 "	42	54	72	..	82	104
"	3,300 to	3,400 "	43	55	74	..	84	106
"	3,400 to	3,500 "	44	56	76	..	86	108
"	3,500 to	3,600 "	45	57	78	..	88	110
"	3,600 to	3,700 "	46	58	80	..	90	112
"	3,700 to	3,800 "	47	59	82	..	92	115
"	3,800 to	3,900 "	48	60	84	..	95	119
"	3,900 to	4,000 "	49	61	86	..	100	125
"	4,000 tons and upwards, . .		50	62	88	..	105	130

All square-rigged vessels towed between Billingsport and
All square-rigged vessels towed from Wilmington, if there
Tugs sent from Philadelphia to tow inward-bound

Taking Effect April 1, 1889.

RIGGED VESSELS

front, Camden or Philadelphia side, between Gloucester and Pier 13, Port Richmond. If Point Breeze, Gibson's Point or West Philadelphia, Schuylkill transporting rates, less 20 transporting rates to be charged in addition, light or loaded, with one tug only.

46 Miles. Reedy Island.	49 Miles. Dan Baker.	52 Miles. Morris Liston.	56½ Miles. Duck Creek.	61 Miles. Bombay Hook.	71 Miles. Buoy of Middle.	77 Miles. Ledge Light.	84 Miles. Fourteen Ft. Bank.	90 Miles. Brandywine.	103 Miles. Breakwater.
\$23	\$24	\$25	\$26	\$27	\$29	\$31	\$33	\$35	40
24	25	26	27	28	30	32	35	38	43
26	27	28	29	30	32	34	37	41	48
28	30	32	34	36	38	41	44	48	55
30	32	34	36	38	41	45	49	54	62
34	35	37	39	41	45	48	54	60	69
37	38	40	42	45	49	52	59	66	76
40	42	44	46	49	53	56	64	72	83
43	45	47	50	53	57	59	69	78	91
46	48	50	53	57	61	63	74	84	96
49	52	54	58	62	66	69	79	90	104
52	55	57	62	66	71	74	84	96	110
55	58	60	65	70	76	79	89	103	117
58	61	64	69	74	80	83	94	109	124
61	64	68	73	78	84	88	99	115	131
64	67	72	79	82	89	93	104	120	138
67	71	76	81	86	92	98	109	125	144
70	74	79	85	91	97	103	114	130	150
73	78	82	89	94	108	110	119	135	155
76	82	86	94	100	110	119	129	140	160
79	85	89	98	104	115	124	134	145	165
82	88	92	102	108	120	129	139	150	170
87	91	95	106	112	125	134	144	155	180
90	95	100	110	117	130	139	149	160	185
93	99	105	114	121	135	144	154	165	190
96	103	110	118	125	140	149	159	170	195
99	107	114	122	129	145	154	164	175	200
102	110	118	126	134	150	159	169	180	205
105	113	121	130	139	155	164	174	185	210
108	116	125	134	144	160	169	179	190	215
113	120	128	138	149	165	174	184	195	220
118	125	133	142	154	170	179	189	200	225
120	130	138	147	159	175	184	194	205	230
122	135	143	152	164	179	189	199	210	235
125	140	147	157	169	184	194	204	215	240
130	145	152	162	174	189	199	209	220	245
135	149	157	167	179	194	204	214	225	250
140	154	162	172	184	199	209	219	230	255
145	159	167	177	189	204	214	224	235	260
150	164	172	182	194	209	219	229	240	265

Chester, Tugs will charge Chester rates.
when towing is to be done, above rate to be charged.
square-rigged vessels, will charge the above rates.

Towage Rates Outward, SQUARE-RIGGED

Towage from Philadelphia, Port Richmond, Gibson's Point, Point Breeze, South
If from West Philadelphia, twenty (20) per cent,
If lying in stream opposite South Chester Oil Works.

REGISTER TONNAGE.		16½ Miles. Chester.	20 Miles. Marcus Hook.	28½ Miles. Wilmington Creek	31½ Miles. Wilmington.	33½ Miles. New Castle.	40 Miles. Port Delaware or Delaware City.
From 150 to 200 tons.....		\$12	\$14	\$18	\$28	\$21	\$24
" 200 to 300 ..		13	15	20	30	23	27
" 300 to 400 ..		14	17	23	33	26	31
" 400 to 500 ..		15	18	25	35	29	34
" 500 to 600 ..		16	19	27	37	32	37
" 600 to 700 ..		17	21	29	39	34	41
" 700 to 800 ..		18	22	31	41	37	44
" 800 to 900 ..		20	24	34	44	40	48

From		Tugs.		Tugs.		Tugs.		Tugs.		Tugs.		Tugs.		Tugs.	
		1	2	1	2	1	2	1	2	1	2	1	2	1	2
From 900 to 1,000 tons.....		\$21	\$33	\$26	\$40	\$37	\$57	\$4	\$4	\$44	\$67	\$52	\$80		
" 1,000 to 1,100 ..		23	37	28	45	40	64			47	75	56	90		
" "drawing over 23½ feet....		33	47	43	60	60	84			72	100	80	102		
" 1,100 to 1,200 ..		24	41	30	50	43	71			50	84	60	100		
" "drawing over 23½ feet....		39	56	50	70	69	96			80	114	85	135		
" 1,200 to 1,300 ..		26	45	32	55	46	78			54	92	64	110		
" "drawing over 23½ feet....		46	65	57	80	76	108			89	127	100	150		
" 1,300 to 1,400 ..		28	49	34	60	48	86			57	101	68	120		
" "drawing over 23½ feet....		53	74	64	90	83	121			97	141	110	165		
" 1,400 to 1,500 ..		29	53	36	65	51	93			60	109	72	130		
" "drawing over 23½ feet....		59	83	71	100	91	133			105	154	120	180		
" 1,500 to 1,600 ..		31	57	38	70	54	100			64	117	76	140		
" "drawing over 23½ feet....		66	92	78	110	99	145			114	167	130	195		
" 1,600 to 1,700 ..		33	61	40	75	57	107			67	126	80	150		
" "drawing over 23½ feet....		78	101	85	120	107	157			122	181	140	210		
" 1,700 to 1,800 ..		34	65	42	80	60	114			70	134	84	160		
" "drawing over 23½ feet....		79	110	92	130	115	169			130	194	149	225		
" 1,800 to 1,900 ..		36	67	44	82	63	117			74	137	88	164		
" "drawing over 23½ feet....		86	117	99	137	123	177			139	202	158	234		
" 1,900 to 2,000 ..		37	68	46	84	66	120			77	141	92	168		
" "drawing over 23½ feet....		92	123	106	144	131	185			147	211	167	243		
" 2,000 to 2,100 ..		41	73	50	90	71	128			84	151	100	180		
" "drawing over 23½ feet....		101	133	115	155	141	198			159	226	180	260		
" 2,100 to 2,200 ..		42	75	52	92	74	131			87	159	104	185		
" "drawing over 23½ feet....		109	141	123	163	149	207			168	235	190	270		
" 2,200 to 2,300 ..		44	77	54	94	77	134			91	163	109	190		
" "drawing over 23½ feet....		117	148	131	171	157	215			177	244	200	280		
" 2,300 to 2,400 ..		46	79	56	96	80	137			95	167	114	195		
" "drawing over 23½ feet....		125	156	139	179	165	223			186	253	210	290		
" 2,400 to 2,500 ..		48	81	58	98	83	140			99	171	119	210		
" "drawing over 23½ feet....		133	164	147	187	173	231			195	262	220	300		
" 2,500 to 2,600 ..		50	83	60	100	86	143			103	175	124	205		
" "drawing over 23½ feet....		141	172	155	195	181	239			204	271	230	310		
" 2,600 to 2,700 ..		52	85	62	102	89	146			107	179	129	210		
" "drawing over 23½ feet....		149	180	163	203	189	247			213	280	240	320		
" 2,700 to 2,800 ..		54	87	64	104	91	149			111	183	134	215		
" "drawing over 23½ feet....		157	188	171	211	197	255			222	289	250	330		
" 2,800 to 2,900 ..		56	89	66	106	94	152			115	187	139	220		
" "drawing over 23½ feet....		165	196	179	219	205	263			231	298	260	340		
" 2,900 to 3,000 ..		58	91	68	108	97	155			119	191	144	225		
" "drawing over 23½ feet....		173	204	187	227	213	271			240	307	270	350		
" 3,000 to 3,100 ..		60	93	70	110	100	158			123	195	149	230		
" "drawing over 23½ feet....		181	212	195	235	221	279			249	316	280	360		
" 3,100 to 3,200 ..		62	95	72	112	103	161			127	199	154	235		
" "drawing over 23½ feet....		189	220	203	243	229	287			258	325	290	370		
" 3,200 to 3,300 ..		64	97	74	114	106	164			131	203	159	240		
" "drawing over 23½ feet....		197	228	211	251	237	295			267	334	300	380		
" 3,300 to 3,400 ..		66	99	76	116	109	167			135	207	164	245		
" "drawing over 23½ feet....		205	236	219	259	245	303			276	343	310	390		
" 3,400 to 3,500 ..		68	101	78	118	112	170			139	211	169	250		
" "drawing over 23½ feet....		213	244	227	267	253	311			285	352	320	400		
" 3,500 to 3,600 ..		70	103	80	120	115	173			143	215	174	255		
" "drawing over 23½ feet....		221	252	235	275	261	319			294	361	330	410		
" 3,600 to 3,700 ..		72	105	82	122	118	176			147	219	179	260		
" "drawing over 23½ feet....		229	260	243	283	269	327			303	370	340	420		
" 3,700 to 3,800 ..		74	107	84	124	121	179			151	223	185	265		
" "drawing over 23½ feet....		237	268	251	291	277	335			312	379	350	430		
" 3,800 to 3,900 ..		76	109	86	126	124	182			155	227	189	270		
" "drawing over 23½ feet....		245	276	259	299	285	343			321	388	360	440		
" 3,900 to 4,000 ..		78	111	88	128	127	185			158	231	194	275		
" "drawing over 23½ feet....		253	284	267	307	293	351			330	397	370	450		
" 4,000 and upwards.....		80	113	90	130	130	188			162	235	199	280		
" "drawing over 23½ feet....		261	292	275	315	301	359			339	406	380	460		

1. Square-Rigged vessels drawing 25 feet of water or over will be required to employ not less than 2. Tugs engaged to tow Square-Rigged Vessels outward bound; lying or sailing down at any point vessel is between Greenwich and Chester, no deduction to be made.

3. When tugs are sent from Philadelphia to tow Square-Rigged vessels up from Quarantine, the Detention at time of leaving, per hour, \$5, if not detained over three hours.

When tugs tow vessels to stream transporting rate to be charged in addition to outward towage. Filling water on outward bound vessels, \$5.

Taking Effect April 1, 1890.

VESSELS.

Chester Oil Works, and Girard Point down the Delaware River and Bay.
of Point Breeze transporting rate additional.
a deduction of ten (10) per cent. to be allowed.

46 Miles. Reedy Island.		49 Miles. Dan Baker.		52 Miles. Morris Liston.		56½ Miles. Duck Creek.		61 Miles. Bombay Hook.		71 Miles. Buoy of Middle.		77 Miles. Ledge Light.		84 Miles. Fourteen Ft. Bank.		90 Miles. Brandywine.		103 Miles. Breakwater.	
1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.
\$60	\$92	\$64	\$98	\$68	\$104	\$73	\$113	\$79	\$122	\$92	\$142	\$100	\$154	\$109	\$168	\$117	\$180	\$134	\$206
64	104	69	110	73	117	79	127	85	137	99	160	108	173	118	189	126	203	144	232
99	139	109	158	115	162	129	177	140	192	150	220	173	238	188	259	201	278	224	312
69	115	74	123	78	130	85	141	92	153	107	178	116	193	126	210	135	225	155	258
109	159	119	168	128	180	140	196	152	213	172	243	186	263	201	285	215	305	240	343
74	127	78	134	83	143	90	155	98	168	114	195	123	212	134	231	144	248	165	283
119	172	128	184	138	198	150	215	163	233	184	265	198	287	214	311	229	333	255	373
75	138	83	147	88	156	96	170	104	183	121	213	131	231	143	252	153	270	175	309
128	188	138	202	148	216	161	235	174	253	196	288	211	311	228	337	243	360	270	404
83	150	88	159	94	169	102	185	110	198	128	231	139	250	151	273	162	293	185	335
138	205	143	214	154	229	167	249	180	260	203	306	219	330	236	358	252	383	280	430
138	161	93	172	99	182	107	198	116	214	135	249	146	270	160	294	171	315	196	361
147	221	159	237	164	252	182	273	196	294	220	334	236	366	255	389	271	415	301	466
157	232	173	258	184	269	193	292	207	314	232	356	249	388	268	415	285	443	316	496
197	284	193	291	208	319	226	328	244	349	244	384	262	388	276	436	319	460	336	512
161	254	180	271	189	268	204	311	218	334	244	379	262	408	281	441	299	470	331	527
176	264	188	281	114	213	214	322	134	250	156	291	169	316	185	344	198	369	227	442
106	193	113	206	120	218	130	237	140	256	163	298	177	323	193	353	245	434	347	542
186	267	198	291	210	308	225	332	240	356	268	403	287	433	308	468	327	485	362	558
115	207	123	221	130	234	141	254	153	275	178	320	193	347	210	378	225	405	258	464
200	292	213	311	225	329	241	354	258	380	288	430	308	462	330	498	350	530	388	594
120	213	129	227	136	240	147	260	159	281	185	327	200	354	218	384	234	414	268	474
210	302	223	321	235	339	252	365	270	402	300	442	321	475	343	511	364	544	403	610
126	219	135	233	142	240	153	266	165	287	192	334	207	351	226	392	243	423	278	484
220	312	233	331	245	349	263	376	282	414	312	454	334	488	356	524	378	558	418	634
132	225	141	239	148	246	159	272	171	293	199	341	214	367	234	400	252	432	288	494
230	322	243	341	255	359	274	387	294	426	324	466	347	501	369	537	392	572	438	649
138	231	147	245	154	252	165	278	177	299	206	348	221	374	242	408	261	441	298	504
240	332	253	351	265	369	285	398	306	438	366	518	360	514	382	550	406	586	448	664
144	237	153	251	160	258	171	284	183	305	213	355	228	381	250	416	270	450	308	514
250	343	263	361	275	379	296	409	318	450	348	490	373	527	395	563	420	600	463	679
150	243	159	257	166	264	177	290	189	311	220	362	235	388	258	424	279	459	318	524
260	353	273	381	285	389	307	420	330	463	361	513	386	540	408	576	434	614	478	694
156	249	165	263	172	270	183	296	195	317	227	369	243	395	266	432	288	468	328	534
270	363	283	381	295	399	318	431	342	475	373	514	399	553	421	589	448	628	493	709
162	255	171	269	178	276	189	302	201	323	234	376	250	402	274	440	297	477	338	544
280	373	293	391	305	409	329	442	354	489	385	526	412	566	434	602	462	642	508	724
168	261	177	275	184	282	195	308	207	329	241	383	257	409	282	448	306	486	348	554
290	388	303	401	315	419	340	453	366	499	397	539	425	579	447	615	476	656	523	739
174	267	183	281	190	288	201	314	213	335	248	390	264	416	290	456	315	495	358	564
300	398	313	411	325	429	351	464	380	511	409	552	428	592	460	628	490	670	538	754
180	273	189	287	196	294	207	320	219	341	255	397	271	423	298	464	324	504	368	574
310	408	323	421	335	439	362	475	392	528	431	564	441	605	473	641	514	684	555	769
186	279	195	293	202	300	213	326	225	347	262	404	278	430	306	472	333	513	378	584
320	418	333	431	345	449	373	486	404	535	443	576	458	618	486	654	528	698	563	779
192	285	201	299	208	306	219	332	231	353	269	411	285	437	314	480	342	522	388	594
330	428	343	441	355	459	384	497	416	547	455	588	471	631	499	667	542	712	578	794
198	291	207	305	214	312	225	338	237	359	276	418	292	444	321	488	350	531	398	604
340	439	353	451	365	469	395	508	428	559	467	600	484	644	512	680	556	726	593	809
205	297	213	311	220	318	231	344	243	365	283	425	299	451	329	496	359	540	408	614
350	448	363	461	375	479	406	519	440	571	479	612	497	657	525	693	570	740	608	824
211	303	219	317	226	324	237	350	249	371	290	432	306	458	337	504	368	549	418	624
360	458	373	471	385	489	417	530	452	583	491	624	510	670	538	706	584	754	632	839
217	309	225	323	232	330	243	356	255	377	297	439	313	465	345	512	377	558	428	634
370	468	383	481	395	499	425	541	464	595	503	636	523	683	551	719	598	768	638	854
223	315	231	329	238	336	249	362	261	383	304	446	320	472	353	520	386	567	438	644
380	478	393	491	405	509	439	552	476	607	515	648	536	696	564	732	612	782	653	869
229	321	237	335	244	342	255	368	267	389	311	453	327	479	361	528	395	576	448	654
390	488	403	501	415	519	450	563	488	619	527	660	549	709	577	745	626	796	668	884
235	327	243	341	250	348	261	374	273	395	318	460	334	486	369	536	404	585	458	664
400	498	413	511	425	529	461	574	500	631	539	672	562	722	589	758	640	810	683	899

PILOTAGE RATES ON THE DELAWARE BAY AND RIVER.

Under the Laws of the State of Pennsylvania.

(Amended May 11th, 1889)

FEET.	INWARD.	INWARD.	INWARD.	OUTWARD.
	If spoken east of Five Fathom Bank Light-ship, or north of Hereford Inlet Lighthouse, or south of Fenwick's Island Light.	If spoken inside of Five Fathom Light-ship and outside of line drawn from Cape May Light to Cape Henlopen Light.	If not spoken until inside of line drawn from Cape May Light to Cape Henlopen Light.	
8	32.91	29.92	26.93	29.92
8½	34.97	31.79	28.61	31.79
9	37.03	33.66	30.29	33.66
9½	39.08	35.53	31.98	35.53
10	41.14	37.40	33.66	37.40
10½	43.20	39.27	35.34	39.27
11	45.25	41.14	37.03	41.14
11½	47.31	43.01	38.71	43.01
12	49.37	44.88	40.39	44.88
12½	51.87	56.25	50.63	56.25
13	64.35	58.50	52.65	58.50
13½	66.82	60.75	54.68	60.75
14	69.30	63.00	56.70	63.00
14½	71.77	65.25	58.73	65.25
15	74.25	67.50	60.75	67.50
15½	76.72	69.75	62.78	69.75
16	79.20	72.00	64.80	72.00
16½	81.67	74.25	66.83	74.25
17	84.15	76.50	68.85	76.50
17½	86.62	78.75	70.88	78.75
18	89.10	81.00	72.90	81.00
18½	91.57	83.25	74.93	83.25
19	94.05	85.50	76.95	85.50
19½	96.52	87.75	78.98	87.75
20	99.00	90.00	81.00	90.00
20½	101.47	92.25	83.03	92.25
21	103.95	94.50	85.05	94.50
21½	106.42	96.75	87.08	96.75
22	108.90	99.00	89.10	99.00
22½	111.37	101.25	91.13	101.25
23	113.85	103.50	93.15	103.50
23½	116.32	105.75	95.18	105.75
24	118.80	108.00	97.20	108.00
24½	121.27	110.25	99.23	110.25
25	123.75	112.50	101.25	112.50
25½	126.22	114.75	103.28	114.75
26	128.70	117.00	105.30	117.00
26½	131.17	119.25	107.33	119.25
27	133.65	121.50	109.35	121.50

NOTE.—The Rates of Pilotage under the laws of the State of Delaware are the same as the above.

The only difference in the Pilotage Laws of the two States is, that while the State of Pennsylvania exempts a vessel from pilotage after she has passed a line drawn from Cape Henlopen Light to Cape May Light, the State of Delaware requires a vessel to pass Brandywine Light before she is exempt from pilotage.

CITY ICE BOATS.

The City of Philadelphia owns and operates three Ice Boats (side-wheel steamers) of power and equipment scarcely second to any in the world. Their office is to keep the channels of the Delaware and Schuylkill Rivers navigable in the severest winter weather, and the original intention was that they should be used solely for that purpose; but in time of emergency, when Tow Boats are not at hand and navigation is rendered very difficult, if not impracticable, except in their wake, they accept tows at rates which, though apparently high, pay but a small portion of their operating expenses.

Rates of Towage.

	Miles.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
SCALE OF DISTANCES.	U. S. Survey.	70 to 200 and under 70.	200 to 500.	500 to 800.	800 to 1100.	1100 to 1300.	1300 and upwards.
PHILADELPHIA TO OR FROM		Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.
Chester.....	16¼	18	12	11	10	9	8
Marcus Hook.....	20	19	13	12	11	10	9
Grubb's Landing.....	24	20	14	13	12	11	10
Wilmington Creek.....	28½	22	16	14	13	12	11
New Castle.....	33½	23	17	16	14	13	12
Delaware City.....	40	27	19	17	16	15	14
Reedy Island Light House.....	46	29	20	19	17	16	15
Morris Liston's, (Half Way).....	52	31	21	20	18	17	16
Duck Creek Light House.....	56½	32	22	21	19	18	17
Bombay Hook Point.....	61	34	24	22	20	19	18
Buoy of Middle.....	71	39	26	25	23	21	20
Ledge Light Boat.....	77	41	28	26	24	22	21
Buoy on the Fourteen-Foot Bank.....	84	44	30	28	26	23	22
Brandywine Light Boat.....	90	47	32	30	27	25	23
Buoy on the Brown.....	94	48	33	32	28	26	25
Breakwater.....	103	52	36	33	30	28	26
Light Boat on the Five Fathom Bank.....	128						

Rules and Regulations.

1.—Orders for towing vessels outward bound, or for Harbor Service, will only be received at the office of the Ice Boats; and at the time of the application for service *ten per cent. of the towage money* shall be paid in *advance*, as a booking fee, to be forfeited if the Ice Boats are not used.

2.—When vessels are taken in tow or cast off *between* any of the points named in the scale of rates, they will be charged in proportion to the distance towed, except as provided in Rule No. 8.

3.—All vessels are at their own risk while in tow, and the Ice Boats will not be liable for any injury they may sustain. The right to cast off shall be at the option of the Captains of the Ice Boats. Should any vessel be cast off in consequence of bad weather or any other cause, she will be charged the rate for the distance towed.

4.—Any vessel towed from one *intermediate* point to another shall be charged for the distance at the same rates as if towed the same number of miles from the city, excepting for service in the Harbor, and excepting as provided in Rule No. 8.

5.—Service in the Harbor of Philadelphia from Frankford Creek to Gray's Ferry Bridge shall be paid for according to special agreement to be made at the time the service is ordered.

6.—Vessels ashore or in distress, or not in regular tow, or requiring the service of the Ice Boats from any other cause, or vessels not being in readiness at the hour fixed, will be charged according to the service performed, such an amount as may be determined by the Director of the Department of Public Works.

7.—Vessels using the Ice Boats' Hawser shall pay five per cent. in addition to the amount of their towage.

8.—No less rate than *to or from Chester* will be charged for the service of the Ice Boats beyond the Harbor limits.

9.—It must be understood that a contract with the Ice Boats for towage will not include the *docking* of vessels.

PHILADELPHIA, November 23, 1888.

STEAM TUGS IN SERVICE AT THE PORT OF PHILADELPHIA.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Active,	1891	69.	17.	7.6	17x17	125	A. M. Edmiston.
Alert,	1890	67.6	17.5	8.1	17x17	110	F. W. Munn.
Altoona,	1875	77 2	16.1	9.1	22x18	100	P. R. R. Co.
Archambault, A. L.,	1869	52.	13.	5.1	12x12	60	S. R. Vaughn.
Arctic,	1882	53.	15.	6.7	14x14	90	C. L. Walker.
Argus,	1882	120.	22.	11.3	20x40x28	110	Peter Wright & Sons.
Armstrong, Chas. N.,	1881	41.	11.8	6.1	12x14	110	C. E. McIlvain.
Ash, C. G.,	1873	73.3	15.8	6.1	18x18	90	Brady & Co.
Atlantic,	1862	70.	17.	6.0	18x18	80	P. & R. R. Co.
Baird, Christiana, .	1879	54.6	15.6	6.0	14x16	90	David Baird.
Baird, Jas.,	1874	50.	12.2	4.9	12x16	90	Jas. Gallagher.
Battler,	1881	120.	22.	9.4	20x36x28	100	Peter Wright & Sons.
Beard, William H.,	1874	54.	14.	6.	18x20	100	American Dredging Co.
Berwind, Harry A.,	1891	55.	16.8	7.	15x15	110	Peter Hagan.
Bradley, John C., .	1881	66.	17.	7.	17x17	85	Jas. McCaulley.
Brady, Owen, . . .	1891	65.	16.2	7.4	16x16	110	Dennis McDevitt.
Brown, Col. S. L., .	1864	68.	16.	6.	18x18	68	John T. Gould.
Bruce,	1867	95.	21.2	8.3	30x30	60	S. & J. M. Flanagan.
Campania,	1893	90.	20.	10.	14x26x20	120	John Lingo.
Champion,	1860	64.	17.	7.	18x18	90	S. & J. M. Flanagan.
Chesapeake,	1864	72.	16.5	9.1	20x22	40	Herron Bros.
Childs, Geo. W., . .	1874	100.8	20.4	9.6	20x32	85	Dr. F. N. Pampinella.
Churchman, F. A., .	1872	73.1	17.1	7.7	18x18	100	F. A. Churchman.
Claudia,	1881	43.	12.6	3.5	.. . . .	..	Jefferson Davis.
Clyde,	1862	70.	16.1	6.6	20x22	40	Wm. P. Clyde & Co.
Comet,	1870	64.	16.	7.7	18x18	80	Amer. Dredging Co.
Confidence,	1892	68.5	17.1	7.3	17x17	100	Eli Wall.
Convoy,	1873	89.5	19.	9.2	32x32	40	B. & O. R. R. Co.
Cooper, Lillie F., .	1879	54.3	13.9	5.1	14x14	70	Geo. R. Murray.
Corr, Mary R., . . .	1882	54.	15.	6.	14x16	80	Jas. Gallagher.
Cram, William, . .	1877	69.	17.5	7.5	17x17	80	W. E. Bernard.
Cranmer, Ethel, . .	1873	47.4	11.8	5.6	.. . . .	..	Wright & Cranmer.
Cranmer, Lulu B., .	1880	68.6	16.	6.6	.. . . .	..	Wright & Cranmer.
Crawford, Lizzie, .	1882	67.4	17.5	8.	17x17	80	C. L. Walker.
Dallman, Martin, .	1866	52.	11.4	4.4	12x14	90	W. W. Snyder.
Darlington, Jared, .	1894	..	..	..	16x16	125	Eli Wall.
Dennis, C. T., . . .	1882	44.	13.	6.6	12x14	110	Herron Bros.
Deo Volente,	1873	65.6	17.4	7.	.. . . .	..	National Dredging Co.
Dove, Wm. M., . . .	1887	50.	13.5	6.5	.. . . .	..	Peoples & Bros.
Eccles, Sam'l, Jr., .	1887	69.6	16.2	6.6	16x16	125	Jas. McCaulley.
Edith,	1871	60.	13.	6.2	14x14	100	S. & J. M. Flanagan.
Emily,	1871	59.5	13.5	6.4	14x14	80	Aug. Wall.
Esherich, Frank K.,	1890	68.5	16.9	8.5	10x20x18	125	F. W. Munn.
Evening Star, . . .	1872	59.	14.9	6.4	15x15	80	Dennis McDevitt.
Fidget,	1882	61.	16.5	6.0	16x16	90	Chas. Warner & Co.
Fleetwing,	1877	47.	13.	4.8	10x10	70	Wm. B. Wills.
Foote, Com.,	1860	80.2	18.6	8.1	24x20	60	S. & J. M. Flanagan.
Fox, Henry C., . . .	1873	54.6	13.2	5.7	14x14	70	Michael Jericho.
Gedney, Samuel, . .	1873	68.3	16.7	7.8	18x18	65	River Harbor Imp. Co.
Gladisfen,	1883	92.9	20.	9.8	16x32x24	110	Benj. W. Robinson.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Graham, Lillie M., .	1892	65.	16.6	7.6	16x16	110	Paul LaCompt.
Graham, W. W., . .	1883	59.	15.	6.	14x14	99	H. B. Lake.
Hanna, Alexander Y.	1890	62.5	15.9	6.8	15x15	100	J. C. Tracy.
Harbor,	1891	65.	16.6	7.6	16x16	110	A. N. Hughes.
Harry,	1873	47.6	14.	4.6	12x12	100	Aug. Wall.
Harry,	1871	86.5	20.	8.1	20x18	93	Penna. R. R. Co.
Hercules,	1888	101.5	21.	10.8	14x22x36x24	150	Atlantic Refining Co.
Hudson, Asher J., .	1891	105.	21.6	11.11	15x30x22	110	Jas McCaulley.
Hudson, Geo P., . .	1889	45.8	13.2	5.5	12x12	90	S. S. Carey.
Hughes, Albert N., .	1887	83.3	19.1	8.2	15x26x22	100	A. S. Hughes.
Hughes, Asa W., . .	1889	84.8	19.4	9.	15x26x22	110	" "
Hughes, Atkins, . .	1890	84.8	19.6	9.	15x26x22	110	" "
Hunt, M. W., . . .	1888	63.5	15.6	6.5	15x15	110	H. B. Lake.
Ice Boat No. 1, . . .	1837	185.	60.3	11.	2-40"x7 ft.	60	Director Pub. Works.
" " 2,	1868	206.	67.	12.	2-45"x8 ft.	60	" "
" " 3,	1873	26.	72.	15.	2-50"x9 ft.	60	" "
Imperator,	1886	86.6	20.4	9.01			Atlantic Refining Co.
International, . . .	1890	140.	26.	16.2	16x24x41x30	160	P. & R. R. R. Co.
Irene,	1883	47.	12.4	3.5			John B. Draper.
Irwin,	1876	47.	12.2	5.	12x12	90	Rich. G. Banks.
Ivanhoe,	1883	85.3	19.	9.4	16x30x24	85	Jas. McCaulley.
James,	1874	62.	16.	6.6	16x16	80	E. B. Hand.
Jamesburg,	1883	82.	18.2	8.8	24x24	90	Penna. R. R. Co.
Juno,	1878	85.	18.1	9.3	15x26x20	100	Peter Wright & Sons.
Kensington,	1882	62.6	15.6	6.6	15x15	100	E. B. Hand.
Keystone,	1861	54.6	13.8	5.7	15x15	90	McBride Bros.
Killam, Chas., . . .	1891	50.	13.6	6.	12x12	125	Wm. McAvoy.
King, Sam'l G., . .	1881	80.	17.2	7.	17x17	80	Director Pub. Safety.
Kirby, J. B.,	1880	44.2	11.1	4.5	12x12	75	John B. Draper.
Kirkland, Robert R.,	1871	86.3	18.8	7.8			National Dredging Co.
Laura,	1869	52.	13.4	5.4	14x14	100	S. & J. M. Flanagan.
Laura B.,	1883	85.3	19.8	8.6	20x22	100	Cumberland Nail and Iron Co.
Leader,	1882	54.4	14.5	6.2	14x14	80	Sam'l R. Vaughn.
Lenox, C. & E., . .	1873	71.5	15.8	6.4	17x17	70	David W. Lennox.
Levy, John P., . . .	1857	76.6	15.8	6.5	20x20	70	S. & J. M. Flanagan.
Lightning,	1874	74.6	16.5	8.	18x18	75	Amer. Dredging Co.
Lincoln, Josephine, .	1875	46.8	10.5	5.6	12x16	110	W. E. Bernard.
Lookout,	1862	51.1	13.6	5.8	18x18	90	Wm. P. Clyde & Co.
Lottie,	1889	56.	15.5	6.6	14x14	100	Jas. Gallagher.
Louise Mary, . . .	1864	64.3	16.	6.	18x18	80	Atlantic Refining Co.
McAvoy, Ellen, . . .	1883	56.4	15.	6.	14x14	90	Wm. McAvoy.
M'Caulley, E. V., . .	1887	96.5	20.5	10.8	13x21x32x24	150	Jas. McCaulley.
" James,	1887	82.7	19.6	9.4	15x28x22	110	" "
" S. A.,	1885	81.7	19.	8.7	20x22	100	" "
McFadden, James, .	1866	62.1	16.3	5.2			National Dredging Co.
McOwen, Elizabeth,	1893	65.	16.6	8.	16x16	120	Peter Hagan.
McOwen, Frederick,	1892	55.	15.8	6.6	14x14	110	Peter Hagan.
Madeira,	1892	65.	16.6	7.6	16x16	110	John Reese.
Majestic,	1890	78.	18.4	7.6	17x17	125	J. C. Tracy.
Mars,	1890	117.2	23.	15.7	22x40x28	115	Bartlett & Shepherd.
Martha,	1879	43.5	11.	3.9	10x12	100	Chas. Warner & Co.
Mascot,	1890	62.5	15.9	6.8	15x15	110	Rich. G. Banks.
Mascotte,	1872	55.	13.6	5.9			Jas. L. Caven.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Maurice	1892	63.	15.2	6.8	14x14	140	L. B. Shaw.
Meteor	1881	92.5	18.6	8.5	16x32x28	100	Chas. Warner & Co.
Minerva,	1886	57.	15.	6.	16x16	100	J. W. Paxson & Co.
Minnie,	1869	48.9	13.	5.6	14x14	75	John McKeefery.
Mott, General G., . .	1881	75.	17.	8.	16x20	110	J. C. Tracy.
Munn, Frank W., . .	1889	84.	19.5	9.6	13x26x20	120	F. W. Munn.
New Castle,	1874	80.	11.	7.7	20x20	80	Peter Wright & Sons.
North America, . . .	1876	130.	28.2	14.	20x20	80	Ins. Co. of N. A.
Oceanic,	1872	97.	20.	8.2	26x26	80	Wm. R. Gerting.
Philadelphia,	1887	60.	16.	7.	14x14	110	P. Martin.
Pidgeon, Frank, Jr.,	1880	51.5	14.6	9.5	14x14	80	David Baird.
Pilot,	1891	89.2	20.8	10.2	15x30x24	120	A. N. Hughes.
Pioneer,	1891	89.2	20.8	10.2	15x30x24	120	" "
Powell, Amanda, . .	1873	65.5	15.6	6.4	16x16	60	D. B. Hallinger.
Pride, Geo. W., . . .	1890	102.2	22.1	12.7	16x32x24	110	Geo. W. Pride & Son.
Prior, Nellie,	1875	55.	15.	5.4	14x14	85	Peter Hagan.
Protector,	1882	92.9	20.	9.8	14x14	85	Jos. F. Bowker.
Pusey, J. L.,	1857	70.2	16.2	7.7	20x20	80	P. & R. R. R. Co.
Rambler,	1883	40.	12.9	5.5	12x12	90	C. W. Brink.
Rebecca,	1874	67.	14.	6.7	16x16	90	Phila. Trans. & Ltg. Co
Reese, John,	1894	74.	14.	7.6	16x16	125	E. W. Stotsenburg.
Reliance,	1881	84.	18.	8.	14x24x24	110	Jas. McCauley.
Rescue,	1886	79.2	19.	9	13x24x18	110	" "
Reynolds, Gard. B.	1891	62.5	15.9	6.8	15x15	110	John Lingo.
Roman,	1881	50.6	15.2	5.3	14x14	80	Brady & Co.
Sallie,	1872	58.5	13.5	7.4	14x14	75	Jas. Gallagher.
Sawtelle, Col. C. G.,	1862	68.8	16.9	7.5	20x20	90	S. & J. M. Flanagan.
Schaubel, Harry, Jr.,	1886	57.	14.	6.6	12x14	120	Wm. McKeefery.
Schuyler, S.W. No. 2	1863	53.	12.1	7.	12x14	60	Leonard Boyer.
Scott, Col. Thos. A.,	1875	130.6	21.	8.	53'x10 feet	36	S. & J. M. Flanagan.
Sea King,	1891	96.	20.6	10.	16x30x24	120	F. W. Munn.
Shaw, S.,	1871	55.	14.5	5.5	14x14	60	John G. Voigt.
Smith, Thos. G., . . .	1890	84.	19.5	9.6	13x26x20	110	Jos. F. Bowker.
Smyth, David,	1873	46.	14.	4.4	12x12	80	Jas. Gallagher.
Snyder, Samuel L., .	1874	50.	12.6	4.4	12x12	80	Peoples & Bros.
Startle,	1883	68.	17.5	8.4	17x17	80	A. N. Hughes.
Stetson, D. G., . . .	1868	62.	15.	6.	12x12	80	Atlas Dredging Co.
Stokley, Wm. S., . .	1875	100.	18.	12.	26x30	50	Director Pub. Safety.
Stuart, Edwin S., . .	1893	110.	23.7	10.9	14x28	200	Director Pub. Safety.
Swallow,	1881	64.5	17.	6.5	16x16	85	Brady & Co.
Taurus,	1881	64.5	17.	6.5	16x16	85	Chas. Warner & Co.
Taylor, Wm. H., . . .	1860	58.	13.5	7.2	18x18	80	Eli Wall.
Transit,	1884	91.	20.	8.4	17x30x24	80	P. & R. R. R. Co.
Truro,	1872	56.	14.2	6.	16x16	100	A. S. Hughes.
Tygert, Nellie S., . .	1873	49.5	13.4	4.8	14x14	65	Lewis Boyer.
Uhler, Taylor M., . .	1874	48.	11.7	4.6	12x12	70	Geo. R. Murray.
Uncle Mike,	1881	75.	17.	8.	16x20	110	S. R. Boyer.
Varuna,	1864	81.	18.	8.4	22x22	80	S. & J. M. Flanagan.
Visitor,	1883	65.	15.	8.	16x16	75	Penna. R. R. Co.
Wall, Eva,	1892	73.	16.6	8.	16x16	125	Director Pub. Safety.
Wall, Harry M., . . .	1891	70.	16.6	8.	16x16	125	Aug. Wall.
Walker, Mary J., . .	1891	73.	18.	9.	17x17	110	Aug. Wall.
Wear, John,	1882	75.	17.	8.	16x20	110	C. L. Walker.
Wicaco,	1863	10.17	20.2	8.3	30x26	35	S. R. Boyer.
White, May T., . . .	1880	61.	15.8	7.8	16x18	80	S. & J. M. Flanagan.
Wister, Gen'l I. J., .	1886	69.8	18.2	8.	16x18	80	Amer. Dredging Co.
Worrall, Granville, .	1868	65.5	15.5	5.8	16x18	80	Brady & Co.

PHILADELPHIA COMMERCIAL ORGANIZATIONS

THE PHILADELPHIA MARITIME EXCHANGE,

Third and Walnut Streets.

GEO. E. EARNSHAW, *President*.E. R. SHARWOOD, *Secretary*.

PHILADELPHIA BOARD OF TRADE.

Drexel Building.

FREDERICK FRALEY, *President*.WM. R. TUCKER, *Secretary*.

COMMERCIAL EXCHANGE OF PHILADELPHIA,

Chamber of Commerce.

E. L. RODGERS, *President*.C. ROSS SMITH, *Secretary*.

MANUFACTURERS' CLUB.

No. 1409 Walnut Street.

ROBERT DORNAN, *President*.CHAS. HEBER CLARK, *Secretary*.WM. S. STOCKTON, *Asst. Secretary*.

GROCERS' AND IMPORTERS' EXCHANGE OF PHILADELPHIA.

N. W. Corner Front and Chestnut Streets.

EDWIN HALPEN, *President*.JOS. F. HAEGELE, *Secretary*.

PHILADELPHIA DRUG EXCHANGE.

No. 17 South Third Street.

W. J. MILLER, *President*.WM. GULAGER, *Secretary*.

PHILADELPHIA PRODUCE EXCHANGE.

S. W. Corner Water and Arch Streets.

JAMES D. FERGUSON, *President*.HOWARD AUSTIN, *Secretary*.

VESSEL OWNERS' AND CAPTAINS' ASSOCIATION.

No. 205½ Walnut Street.

CHARLES LAWRENCE, *President*.JAMES F. WALLACE, *Secretary*.

TRADES LEAGUE OF PHILADELPHIA,

Room 59, No. 441 Chestnut Street.

W. W. FOULKROD, *President*.J. N. FITZGERALD, *Secretary*.

BOARD OF WARDENS FOR THE PORT OF PHILADELPHIA.

Merchants' Exchange.

JOEL COOK, *President*.GEO. F. SPROULE, *Secretary*.CHRISTIAN K. ROSS, *Master Warden*.

PUBLIC OFFICES IN PHILADELPHIA.

UNITED STATES ENGINEERS.

Fifteenth and Arch Streets.

MAJOR C. W. RAYMOND, U. S. A., Officer in Charge.

UNITED STATES LIGHTHOUSE INSPECTOR, FOURTH DISTRICT.

Rooms 20 and 30, Fourth Floor, Post Office Building.

COMMANDER GEO. C. REITER, U. S. N., Inspector.

UNITED STATES BRANCH HYDROGRAPHIC OFFICE.

Maritime Exchange, Third and Walnut Streets.

LIEUTENANT R. M. HUGHES, U. S. N., Officer in Charge.

UNITED STATES COAST AND GEODETIC SURVEY.

Room 5, Fourth Floor, Post Office Building.

R. M. BACHE, Assistant in Charge.

UNITED STATES WEATHER BUREAU.

Fourth Floor, Post Office Building.

L. M. DEY, Local Forecast Official.

UNITED STATES MARINE HOSPITAL SERVICE.

No. 410 Chestnut Street.

GEO. PURVIANCE, M. D., Surgeon in Charge.

UNITED STATES NAVY YARD.

League Island.

CAPT. NORMAN H. FARQUHAR, Commandant.

WM. J. MANNING, Commandant's Secretary.

UNITED STATES NAVY PAY OFFICE.

Room 21, Post Office Building.

HENRY M. DENNISTON, U. S. N., Purchasing and Disbursing Paymaster.

UNITED STATES COMMISSIONER OF IMMIGRATION.

Room 4, No. 1224 Chestnut Street.

JOHN J. S. RODGERS, Commissioner.

HARBOR MASTER OF PHILADELPHIA.

Southeast Corner Walnut and Dock Streets.

THOMAS J. RYAN, Harbor Master.

JAS. B. PATTISON, Chief Deputy.

UNITED STATES SHIPPING COMMISSIONER.

No. 500 South Delaware Avenue.

JAMES J. KING, Commissioner.

STATE QUARANTINE BOARD.

Office, No. 604 Sansom Street.

MOSES VEALE, *President*, (Health Officer).BENJ. LEE, M. D., *Secretary*, (Secretary State Board of Health).

R. A. CLEEMAN, M. D., (Designated by Philadelphia College of Physicians).

THOS. WINSMORE, (Designated by The Philadelphia Maritime Exchange).

H. C. BOENNING, M. D., (Quarantine Physician).

HENRY M. DUBOIS, (Appointed by the Mayor of Philadelphia).

ERNEST LA PLACE, M. D., (Appointed by the Governor of Pennsylvania).

QUARANTINE OFFICE.

No. 604 Sansom Street.

MOSES VEALE, *Health Officer*.

OFFICE HOURS:—9 A. M. to 5 P. M. Sundays and Holidays excepted.

Health Certificate to be presented (or, when State Quarantine Service is suspended, affidavit to be made) within twenty-four hours after vessel's arrival at port of entry. Fees to be paid at same time and a receipt or health ticket to be furnished thereupon by the officer in charge.

FEES.

Any Steam Vessel arriving from a foreign port,	\$10 00
“ Sailing “ “ “ “ “	5 00
“ Coasting Vessel, Sail or Steam, arriving from a port South of St. Mary River,	2 50

Section 6 of the Act approved June 5, 1893, provides that no fee shall be collected from vessels other than above specified.

FOREIGN CONSULS AT PHILADELPHIA.

- ARGENTINE REPUBLIC—EDWARD SHIPPEN, No. 532 Walnut Street.
AUSTRIA—HUNGARY—ARNOLD KATZ, (Acting), No. 128 Walnut Street.
BELGIUM—HENRY PHILLIPS, JR., No. 524 Walnut Street.
BRAZIL—JOHN MASON, JR., No. 319 Walnut Street.
CHILI—EDWARD SHIPPEN, No. 532 Walnut Street.
COREA—DR. R. H. DAVIS, No. 204 Franklin Street.
DENMARK—F. F. MYHLERTZ, 730 N. Twentieth Street.
ECUADOR—EDWARD SHIPPEN, No. 532 Walnut Street.
FRANCE—LOUIS VOSSION, No. 524 Walnut Street.
GERMAN EMPIRE—C. H. MEYER, Consul ; FREDERICK DELVIGNE, Vice-Consul,
No. 227 Chestnut Street.
GREAT BRITAIN—ROBT. CHARLES CLIPPERTON, Consul ; C. CLIPPERTON, Vice-
Consul, No. 708 Washington Square.
GREECE—H. FRANK ROBINSON, No. 136 South Third Street.
HAWAII—DR. R. H. DAVIS, No. 204 Franklin Street.
HAYTI—A. H. LENNOX, No. 608 Chestnut Street.
ITALY—CAV'R A. RAYBAUDI MASSIGLIA, 259 S. Fourth Street.
LIBERIA—W. E. ROTHERY, No. 149 S. Front Street.
MEXICO—RAFAEL G. ACOSTA, 715 Franklin Street.
NETHERLANDS—ARNOLD KATZ, Vice-Consul, No. 128 Walnut Street.
NICARAGUA—HENRY C. POTTER, No. 40 S. Delaware Avenue.
NORWAY—J. N. WALLEM, Vice-Consul, 122 S. Second Street.
PORTUGAL—JOHN MASON, JR., No. 319 Walnut Street.
RUSSIA—H. FRANK ROBINSON, Acting Vice Consul, 136 S. Third Street.
SPAIN—JOSE CONGOSTO, No. 222 S. Third Street ; EDUARDO FORNIAS, Acting
Vice-Consul, 711 Pine Street.
ST. DOMINGO—THOMAS B. WANAMAKER, Thirteenth and Market Streets.
SWEDEN—J. N. WALLEM, Vice-Consul, No. 122 S. Second Street.
SWITZERLAND—RUDOLPH KORADI, Consul, No. 314 York Avenue ; WERNER
ITSCHNER, Vice-Consul, 712 Market Street.
TURKEY—Vacant.
URUGUAY—EDUARDO FORNIAS, 711 Pine Street.
VENEZUELA—RUFINO BLANCO FOMBONA, No. 952 N. Seventh Street.

DAY AND NIGHT DISTINGUISHING SIGNALS OF STEAM-SHIP AND TOW BOAT LINES RUNNING TO PHILADELPHIA.

LINES.	HOUSE FLAG.	FUNNEL MARKS.	NIGHT SIGNALS.
Allan Line.	Blue, White and Red.	Red, with Black Top and White Band.	Three Blue lights displayed in form of a Triangle.
American Line.	White, with Blue Eagle.	Black, with White Band.	Rocket for attention, Red light followed by six Red Balls and Red light.
Atlantic Transport Line.	Blue, with White Stars.	Red, with Black Top.	Green, White, Red, Green, White, Red.
Boston and Philadelphia S. S. Line.	White with Red ball in centre.	Black.	Two Red lights followed by Green and rocket of interval of 5 minutes.
Boston Towboat Company.	Red, with a White T.	Black, with a White T.	Red, Blue, White.
Clyde Line.	White, with blue border and Red C in centre.	Black.	Red Coston light. Distress, White, Red, White.
Earn-Line.	White Burgee, with large Blue E.	Black, with White Band and Blue E.	Red, Green, Red followed by Red Star.
Hamburg-American Packet Line.	Blue and White with anchor and letters H. A. P. A. G.	Black.	Two Red, White, Blue lights in quick succession at stern.
Hart's Fruit Line.	White, with Red heart in centre.	No Special Mark.	Green, Red, Green, Red.
Johnston-Trident Line.	White, with two Crossed Tridents.	Black.	Green forward and aft, Red amidship burning simultaneously.
North Atlantic Trident Line.			Red forward and aft and White amidships burning simultaneously.
Ocean S. S. Company of Savannah.	White, Blue Cross, with Red G. A.	Black, with Red Top.	White, Red.
Red Star Line.	White, with Red Star.	Yellow, Black Top, Red Star.	Three Red lights forward, aft and amidship burning simultaneously.
Red Star Tugs.	White, with Red Star in centre.	Yellow, with Red Star.	Blue, followed by Red Star.
Standard Oil Company.	Red, with White S.	Black, with White S.	Green, Red, Green followed by Red Ball.
Sigua Iron Company.	Blue and White, forming two Blue and two White Triangles.	No Special Mark.	Green light forward, aft and amidship burning simultaneously.

NOTE.—The “*Answering Signal*” at night, of the Reporting Stations of The Philadelphia Maritime Exchange is a “*White Light*.”

APPENDIX A.

PHILADELPHIA GRAIN CHARTER PARTY.
Form A.*As approved by The Philadelphia Maritime Exchange, 25th September, 1893.*

STEAM. Philadelphia,.....189

It is this day Mutually Agreed, Between {

Owners of the.....Steamship.....of....., built.....at
of.....net tons register, or thereabouts, and guaranteed.....Qrs.
 10 per cent. more or less capacity, classed.....in.....
 now.....
and.....

That the said Steamship being tight, staunch and strong, and in every way fitted for the voyage, with liberty to take outward cargo to port or ports in the United States for owners' benefit, shall with all convenient speed sail and proceed to PHILADELPHIA,or as near thereunto as she may safely get, and there load, always afloat, from said Charterers, or their agents, a full and complete cargo of WHEAT and or INDIAN CORN and RYE, Vessel to load under inspection of Underwriters' Agents, at her expense and to comply with their rules. The cargo to be brought to and taken from alongside at Merchant's risk and expense, not exceeding what she can reasonably stow and carry over and above her Cabin, Tackle, Apparel, Provisions, Fuel and Furniture; and being so loaded shall therewith proceed direct to QUEENSTOWN, FALMOUTH, or PLYMOUTH FOR ORDERS (which must be given within twenty-four hours after Vessel's arrival at Port of Call or lay-days to count), to discharge at a safe port in the UNITED KINGDOM, or on the CONTINENT, between BORDEAUX and HAMBURG, both included, Rouen excluded, or direct to a Port within said limits (Rouen being always excluded), as ordered on signing Bills of Lading, or as near thereunto as she may safely get, and deliver the same, always afloat, on being paid freight as follows:—

If ordered from QUEENSTOWN, FALMOUTH, or PLYMOUTH to discharge in UNITED KINGDOM.....shillings and.....pence ()

If ordered from QUEENSTOWN, FALMOUTH, or PLYMOUTH to discharge on CONTINENT, as above, 10 per cent., additional on above-named freight.

If ordered to a DIRECT PORT in the UNITED KINGDOM.....shillings and
pence ()

If ordered to a DIRECT PORT on the CONTINENT, as above.....shillings and
pence ()

All in British Sterling, for each and every quarter of 480 pounds, English weight, delivered, in full of Port Charges and Pilotages, to be paid on unloading and right delivery of the cargo, in cash if in United Kingdom, and in cash at current rate of exchange for Banker's Short-sight Bills on London, if on the Continent always without discount or allowance.

It is also mutually agreed that the Carrier shall not be liable for loss or damage occasioned by causes beyond his control, by the perils of the seas or other waters, by fire from any cause or wheresoever occurring, by barratry of the master or crew, by enemies, pirates or robbers, by arrest and restraint of Princes, rulers or people, by explosion, bursting of boilers, breakage of shafts or any latent defect in hull, machinery or appurtenances, by collisions, stranding or other accidents of navigation of whatsoever kind, (even when occasioned by the negligence, default or error in judgment of the pilot, master, mariners or other servants of the ship owner, not resulting, however, in any case, from want of due diligence by the owners of the ship or any of them, or by the Ship's Husband or Manager.)

Captain to call at Brokers' Office, as requested, and sign Bills of Lading, as presented, without prejudice to this Charter Party.

Freight, as per Bills of Lading, to be taken without deduction in payment of this charter, any deficiency to be paid at port of Loading in cash, less insurance, and any surplus over and above estimated Charter to be settled there before the vessel clears at the Custom House, by Captain's draft, in Charterers' favor, upon Consignee, payable five days after arrival at Port of Discharge.

Stevedore employed by Vessel to be approved by Charterers, and Vessel to load and discharge at such wharf or in such dock as may be named by Charterers or their agents, provided not conflicting with above terms and no extra detention or expense is thereby incurred by Vessel, Charterers paying the expense of towage after the first move, should Vessel have to haul for cargo more than once, and time so expended to count as lay-days. At Port of Loading cargo to be delivered on board of Vessel by elevator, or otherwise free of charge. If more than one kind of grain is shipped, all extra expense incurred to be paid by Charterers.

.....() running lay-days, Sundays excepted (if the Vessel be not sooner dispatched) to be allowed for loading and discharging Vessel, and if longer detained, Charterers to pay demurrage at the rate of.....() pounds, British Sterling, or its equivalent, per day, payable day by day, provided such detention shall occur by default of said Charterers or their agents; lighterage, if any, always at risk and expense of cargo.

Lay-days for loading are to commence at 7 A. M. on the day after vessel is ready to receive cargo, provided Charterers have received due notice of readiness in writing at their office, accompanied by Surveyors' Certificate of such readiness, not later than 5 o'clock P. M., except on Saturdays, when notice of readiness and Surveyors' Certificate must be tendered before 12 o'clock noon.

Should the Steamer be ordered to discharge at a Port on the Continent where there is not sufficient water for her to enter the first tide after arrival, and to lie always afloat, lay-days are to count from twenty-four hours after arrival off the Port, and any lighterage incurred to reach the Port of Discharge is to be at the expense and risk of the receiver of Cargo, any Custom of the Port to the contrary notwithstanding.

Lay-days, if required by Charterers, not to commence before.....

Should the Steamer not ^{be ready for cargo} _{have arrived} at her Loading Port on or before theday of.....189.....the Charterers or their

agents to have the option of cancelling this Charter Party at any time not later than the day of Steamer's ^{readiness.} arrival.

Charterers' liability under this Charter to cease on cargo being shipped, but the Vessel to have a lien thereon for all freight, dead freight, demurrage or average. Steamer to have liberty to tow and be towed and to assist Vessels in all situations.

General average, if any, according to York-Antwerp rules, 1890.

Cash for Vessel's ordinary disbursements at Port of Loading to be advanced by Charterers, if required by master, at current rate of exchange, subject to insurance and two and a half per cent. commission.

A commission of five per cent. is due on signing of this Charter Party to Vessel lost or not lost, whose agents at Port of Loading are to attend to ship's business on customary terms.

"It is mutually agreed that this shipment is subject to all the terms and provisions of, and all the exemptions from liability contained in the Act of Congress, approved on the 13th day of February, 1893, and Bills of Lading are to be issued in conformity with the Act."

This Charter Party is subject to the rules of The Philadelphia Maritime Exchange. Penalty for non-performance of this agreement, estimated amount of freight.

.....Witness to the Signature of

.....Witness to the Signature of

WE HEREBY CERTIFY, That this is a true and correct copy of the original Charter Party on file in our office.

PHILADELPHIA GRAIN CHARTER PARTY.

Form B.

As approved by The Philadelphia Maritime Exchange, 25th September, 1893.

STEAM.

Philadelphia,.....189

It is this day Mutually Agreed, Between {

Owners of the.....Steamship.....of....., built.....at
of.....net tons register, or thereabouts, and guaranteed.....Qrs.
 10 per cent. more or less capacity, classed.....in.....
 now.....
and.....

That the said Steamship being tight, staunch and strong, and in every way fitted for the voyage, with liberty to take outward cargo to port or ports in the United States for owners' benefit, shall with all convenient speed sail and proceed to.....

.....
or as near thereunto as she may safely get, and there load, always afloat, from said charterers, or their agents, a full and complete cargo of WHEAT ^{and} _{or} INDIAN CORN ^{and} _{or} RYE, orders as to loading port to be given within 24 hours after receipt of notice of arrival at port of call, if in ballast; or before 12 o'clock noon on the day of completion of discharge, if with cargo, except on Saturdays, when orders shall be given before 11 o'clock A. M. If not discharged on the day on which demand for loading port is made vessel to ask again for orders. Vessel to load under inspection of Underwriters' Agents, at her expense and to comply with their rules. The cargo to be brought to and taken from alongside at Merchants' risk and expense, not exceeding what she can reasonably stow and carry over and above her Cabin, Tackle, Apparel, Provisions, Fuel and Furniture; and being so loaded shall therewith proceed direct to QUEENSTOWN, FALMOUTH, or PLYMOUTH FOR ORDERS (which must be given within twenty-four hours after Vessel's arrival at Port of Call or lay-days to count), to discharge at a safe Port in the UNITED KINGDOM, or on the CONTINENT between BORDEAUX and HAMBURG, both included, Rouen excluded, or direct to a port within said limits (Rouen being always excluded), as ordered on signing Bills of Lading, or as near thereunto as she may safely get, and deliver the same, always afloat, on being paid freight as follows:—

If ordered from QUEENSTOWN, FALMOUTH, or PLYMOUTH to discharge in UNITED KINGDOM,.....shillings and.....pence ()

If ordered from QUEENSTOWN, FALMOUTH, or PLYMOUTH to discharge on CONTINENT, as above, 10 per cent. additional on above-named freight.

If ordered to a DIRECT PORT in the UNITED KINGDOM,.....shillings and.....pence ()

If ordered to a DIRECT PORT on the CONTINENT, as above.....shillings and.....pence ()

.....
All in British Sterling, for each and every quarter of 480 pounds, English weight, delivered, in full of Port Charges and Pilotages, to be paid on unloading and right delivery of the cargo, in cash if in United Kingdom, and in cash at current rate of exchange for Banker's Short sight Bills on London, if on the Continent always without discount or allowance.

It is also mutually agreed that the Carrier shall not be liable for loss or damage occasioned by causes beyond his control, by the perils of the seas or other waters, by fire from any cause or wheresoever occurring, by barratry of the master or crew, by enemies, pirates or robbers, by arrest and restraint of Princes, rulers or people, by explosion, bursting of boilers, breakage of shafts or any latent defect in hull, machinery or appurtenances, by collisions, stranding or other accidents of navigation of whatsoever kind, (even when occasioned by the negligence, default or error in judgment of the pilot, master, mariners or other servants of the ship owner, not resulting, however, in any case, from want of due diligence by the owners of the ship or any of them, or by the Ship's Husband or Manager.)

Captain to call at Broker's Office, as requested, and sign Bills of Lading, as presented, without prejudice to this Charter Party.

Freight, as per Bills of Lading, to be taken without deduction in payment of this charter, any deficiency to be paid at Port of Loading in cash, less insurance, and any surplus over and above estimated Charter to be settled there before the vessel clears at the Custom House, by Captain's draft, in Charterers' favor, upon Consignee, payable five days after arrival at Port of Discharge.

Stevadore employed by Vessel to be approved by Charterers, and Vessel to load and discharge at such wharf or in such dock as may be named by Charterers or their agents, provided not conflicting with above terms and no extra detention or expense is thereby incurred by Vessel, Charterers paying the expense of towage after the first move, should Vessel have to haul for cargo more than once, and time so expended to count as lay-days. At Port of Loading cargo to be delivered on board of Vessel by elevator, or otherwise free of charge except in the event of loading at New York when steamer is to employ elevator in loading, paying usual trimming charges even if loaded at Railroad Elevator. If more than one kind of grain is shipped all extra expense incurred to be paid by Charterers.

.....() running lay-days, Sundays excepted (if the Vessel be not sooner dispatched) to be allowed for loading and discharging Vessel, and if longer detained, Charterers to pay demurrage at the rate of.....() pounds, British Sterling, or its equivalent, per day, payable day by day, provided such detention shall occur by default of said Charterers or their agents; lighterage, if any, always at risk and expense of cargo.

Lay-days for loading are to commence at 7 A. M. on the day after vessel is ready to receive cargo, provided Charterers have received due notice of readiness in writing at their office, accompanied by Surveyors' Certificate of such readiness, not later than 5 o'clock P. M., except on Saturdays, when notice of readiness and Surveyors' Certificate must be tendered before 12 o'clock noon.

Should the Steamer be ordered to discharge at a Port on the Continent where there is not sufficient water for her to enter the first tide after arrival, and to lie always afloat, lay-days are to count from twenty-four hours after arrival off the Port, and any lighterage incurred to reach the Port of Discharge is to be at the expense and risk of the receiver of Cargo, any Custom of the Port to the contrary notwithstanding.

Lay-days, if required by charterers, not to commence before.....

Should the Steamer not ^{be ready for cargo} _{have arrived.} at her Loading Port on or before theday of.....189.....the Charterers or their agents to have the option of cancelling this Charter Party at any time not later than the day of Steamer's ^{readiness.} _{arrival.}

Charterers' liability under this Charter to cease on cargo being shipped, but the Vessel to have a lien thereon for all freight, dead freight, demurrage or average. Steamer to have liberty to tow and be towed and to assist Vessels in all situations.

General average, if any, according to York-Antwerp rules, 1890.

Cash for Vessel's ordinary disbursements at Port of Loading to be advanced by Charters, if required by master, at current rate of exchange, subject to insurance and two and a half per cent. commission.

A commission of five per cent. and the customary Freight Brokerage is due on signing of this Charter Party to Vessel lost or not lost, whose agents at Port of Loading are to attend to ship's business on customary terms.

"It is mutually agreed that this shipment is subject to all the terms and provisions of, and all the exemptions from liability contained in the Act of Congress, approved on the 13th day of February, 1893, and Bills of Lading are to be issued in conformity with the Act."

Penalty for non-performance of this agreement, estimated amount of freight.

.....Witness to the Signature of

.....Witness to the Signature of

APPENDIX B.

OCEAN BILL OF LADING.

As Approved by The Philadelphia Maritime Exchange, September 25, 1893.

Received, in apparent good order and condition, by.....
 from.....to be transported by the good Steamship.....
 now lying in the Port of.....and bound for.....
 with liberty to call at.....
 being marked and numbered as per margin shipper's weight (quality, contents and value unknown), and to be delivered in good order and condition at the Port of.....(or so near thereto as she may safety get) unto.....or to his or their assigns.
 Freight, primage and charges to be paid in cash, without discount, on the said goods on discharge at the rate of.....with primage and charges as per margin. General average payable according to York-Antwerp Rules, 1890.

IT IS MUTUALLY AGREED that the ship shall have liberty to sail with or without pilots; that the carrier shall have liberty to convey goods in lighters to and from the ship at the risk of the owners of the goods; and, in case the ship shall put into a port of refuge, or be prevented from any cause from proceeding in the ordinary course of her voyage, to transship the goods to their destination by any other steamship; that the Carrier shall not be liable for loss or damage occasioned by fire from any cause or wheresoever occurring; by barratry of the master or crew; by robbers; by arrest and restraint of princes, rulers or people, riots, strikes, or stoppage of labor; by explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; by heating, decay, putrefaction, rust, sweat, change of character, drainage, leakage, breakage, or any loss or damage arising from the nature of the goods or the insufficiency of packages; nor for land damage; nor for the obliteration, errors, insufficiency or absence of marks, numbers, address or description, nor for risk of craft, hulk, or transshipment; nor for any loss or damage caused by the prolongation of the voyage, and, that the carrier shall not be concluded as to correctness of statements herein of weight, quality, contents and value.

IT IS ALSO MUTUALLY AGREED that this shipment is subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of Congress of the United States, approved on the 13th day of February, 1893.

1.—*It is also mutually agreed that the Carrier shall not be liable for articles comprised in Section 4281 of the Revised Statutes of the United States, unless notice of true character and value thereof is given and same is entered in the bill of lading.*

2.—ALSO, that Shippers shall be liable for any loss or damage to Ship or Cargo caused by inflammable, explosive or dangerous goods, shipped without full disclosure of their nature, whether such Shipper be Principal or Agent; and such goods may be thrown overboard or destroyed at any time without compensation.

3.—ALSO, that the Carrier shall have a lien on the goods for all freights, primages and charges, and also for all fines or damages which the Ship or Cargo may incur or suffer by reason of the incorrect or insufficient marking, numbering, or addressing of packages or description of their contents.

4.—ALSO, that in case the Ship shall be prevented from reaching her destination by Quarantine, the Carrier may discharge the goods into any Depot or Lazaretto, and such discharge shall be deemed a final delivery under this contract, and all the expenses thereby incurred on the goods shall be a lien thereon.

5.—Also, that the Ship may commence discharge immediately on arrival and discharge continuously, the Collector of the Port being hereby authorized to grant a general order for discharge immediately

on arrival, and if the goods be not taken by the Consignee within such time as is provided by the regulations of the port of discharge, they may be stored by the Carrier at the expense and risk of their owners.

6.—ALSO, that full freight is payable on damaged or unsound goods; but no freight is due on any increase in bulk or weight caused by the absorption of water during the voyage.

7.—ALSO, that if on a sale of the goods at destination for freight and charges, the proceeds fail to cover said freight and charges, the Carrier shall be entitled to recover the difference from the shipper.

8.—ALSO, that in the event of claims for short delivery when the Ship reaches her destination, the price shall be the market price at the port of destination on the day of the Ship's entry at the Custom House, less all charges saved.

9.—ALSO, that merchandise on wharf awaiting shipment or delivery be at Shipper's risk of loss or damage by fire and / or flood, not happening through the fault or negligence of the owner, master, agent or manager of the vessel.

10.—ALSO, that this Bill of Lading duly endorsed be given up to the Ship's Consignee in exchange for delivery order.

11.—ALSO, that the freight prepaid will not be returned, goods lost or not lost.

12.—ALSO, that parcels for different Consignees collected or made up in single packages addressed to one Consignee, pay full freight on each parcel.

AND FINALLY, in accepting this Bill of Lading, the Shipper, Owner and Consignee of the goods and the Holder of the Bill of Lading, agree to be bound by all of its stipulations, exceptions and conditions, whether written or printed, as fully as if they were all signed by such Shipper, Owner, Consignee, or Holder.

IN WITNESS WHEREOF, the Master or Agent of the said Ship hath affirmed to.....Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void.

Dated in.....this.....day of.....189

APPENDIX C.

Removal of Wrecks and Derelicts from the North Atlantic Ocean.

At a Special Meeting of the Board of Directors of The Philadelphia Maritime Exchange, held on October 14th, 1893, the following preamble and resolution were unanimously adopted :

WHEREAS, Reporting, marking and removing wrecks on the American coast, and in the waters of the North Atlantic Ocean bordering thereon, is of vital interest to our Maritime Commerce; and

WHEREAS, There is no law authorizing the Navy Department to destroy or remove wrecks, and Section 4676 of the Revised Statutes permitting the Light-House Board to mark wrecks and obstructions is not mandatory; therefore, be it

Resolved, That, in the opinion of this Exchange, a law should be enacted.

(1) Authorizing and requiring the Navy Department, under proper rules, to remove or destroy wrecks or derelicts that are obviously not salvage.

(2) Defining mode of procedure in reporting, marking and removing wrecks and derelicts.

(3) Providing for the construction, equipment and maintenance in continuous service on the North Atlantic Coast, and waters bordering thereon, of one or more sea-going steamers, specially adapted for removing and destroying wrecks and derelicts.

(4) Requiring the Light-House Board, at request of the Secretary of the Treasury, to mark and light wrecks and obstructions, which cannot be removed at once.

(5) Amending Act of September 19th, 1890, Chapter 907, so as to authorize the War Department to remove obstructions in a shorter period than two months.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED.

At a Special Meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 14th day of October, 1893, called for the purpose

of considering the subject of the removal of wrecks and derelicts from the North Atlantic Ocean in the interests of commerce, the following preamble and resolution were unanimously adopted:

WHEREAS, The International Marine Conference, organized at Washington, D. C., on the 16th day of October, 1889, adopted the following resolution:

That the different Maritime Powers interested in the navigation of that portion of the North Atlantic Ocean bordering the American coast and situated westward of a line drawn from the Bermuda Islands to Cape Race, Newfoundland, be invited to come to an agreement respecting the removal of derelicts in these waters under due official supervision; and,

WHEREAS, More than three years have passed without any apparent action having been taken by the Maritime Powers to carry said resolution into effect; and,

WHEREAS, Said resolution meets with the cordial approval of The Philadelphia Maritime Exchange, which believes that, as the United States Government took the initiative in calling the conference, it should also take the initiative in carrying its recommendations into effect; and,

WHEREAS, A resolution has been introduced in the Senate and House of Representatives, having for its title "Joint Resolution Authorizing the President of the United States to make with other Governments an International Agreement, providing for the Reporting, Marking, and Removal of Dangerous Wrecks, Derelicts, and other Menaces to Navigation in the North Atlantic Ocean." (S. 29, H. R. 55.) Therefore be it

Resolved, That Congress be memorialized in favor of the passage of said joint resolution, as concerted action of the Maritime Powers in the premises will doubtless result in the saving of many valuable lives, and of vast amounts of property, and that the Senators and Representatives from Pennsylvania be requested to accord the said resolution their hearty support.

GEO. E. EARNSHAW,

President.

Attest:

E. R. SHARWOOD,

Secretary.

PHILADELPHIA, October 14, 1894.

At a Stated Meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the twenty-third day of October, 1893, the following preamble and resolution were unanimously adopted:

WHEREAS, The Philadelphia Maritime Exchange is deeply impressed with the grave danger to life and property on the North Atlantic Ocean, from derelict vessels, and believes that by concerted action of the Maritime Powers this menace to commerce might be removed; and

WHEREAS, A draft of a proposed International Agreement has been submitted to this Exchange for criticism, by the Hon. E. C. O'Brien, Commissioner of Navigation; and

WHEREAS, Said proposed agreement contains questions of International Law and other matters, which this Exchange does not feel competent to criticise;

Resolved, That The Philadelphia Maritime Exchange is heartily in favor of an International Agreement being entered into, with the least possible delay, for concerted action of the Maritime Powers in the removal or destruction of derelicts, and desires to express its appreciation of the efforts of the Commissioner of Navigation to accelerate the consummation of such an agreement.

PHILADELPHIA, October 23, 1893.

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 26th of December, 1893, the following preamble and resolution were unanimously adopted:

WHEREAS, A joint resolution was passed by the House of Representatives on October 20, 1893, and by the Senate on October 26, 1893 (H. Res. 55), authorizing the President of the United States to make with the several governments interested in the navigation of the North Atlantic Ocean an international agreement providing for the reporting, marking, and removal of dangerous wrecks, derelicts, and other menaces to navigation in the North Atlantic Ocean outside the coast waters of the respective countries bordering thereon;

Resolved, That the removal of derelicts which constantly menace life and property on the North Atlantic Ocean is an urgent need, and that the President be memorialized to make prompt use of the powers conferred on him by said joint resolution.

GEO. E. EARNSHAW,
President.

Attest:

E. R. SHARWOOD,
Secretary.

PHILADELPHIA, December 26, 1893.

THE PHILADELPHIA MARITIME EXCHANGE,

PHILADELPHIA, December 28, 1893.

HIS EXCELLENCY, THE PRESIDENT OF THE UNITED STATES, WASHINGTON,
D. C.

Mr. President:—I have the honor to hand you herewith an official copy of a Preamble and Resolution unanimously adopted at a meeting of the Board of Directors of this Exchange, held the 26th of December, 1893, and ask for the same your favorable consideration.

Your obedient servant,

(Signed) E. R. SHARWOOD,
Secretary.

APPENDIX D.

Crime of Barratry.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE
UNITED STATES, IN CONGRESS ASSEMBLED:

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 12th day of January, 1894, the following preamble and resolutions were unanimously adopted:

WHEREAS, The Revised Statutes of the United States, Sections 5365 and 5366, make the penalty for the crime of barratry "death," thereby defeating the ends of justice by rendering it almost impossible to secure a conviction even in cases where the proof is very clear.

Therefore, be it Resolved, That The Philadelphia Maritime Exchange cordially approves the Bill introduced on December 11th, 1893, in the House of Representatives (H. R. 4606) by the Hon. William Everett, of Massachusetts, modifying the penalty for the crime of barratry; and

Be it further Resolved, That Congress be petitioned in favor of the passage of said Bill.

GEO. E. EARNSHAW,
President.

Attest:

E. R. SHARWOOD,
Secretary.

Philadelphia, January 12th, 1894.

APPENDIX E.

CUSTOMS DISTRICT OF MARCUS HOOK OIL
PIERS.

THE PHILADELPHIA MARITIME EXCHANGE.

PHILADELPHIA, July 21st, 1893.

HON. JOHN G. CARLISLE,
Secretary of the Treasury,
Washington, D. C.

Sir:—The Bear Creek Oil Company has an extensive plant upon the Delaware River in connection with their business of refining and shipping Petroleum, and vessels which have been laden at their wharves with Petroleum for export have been clearing at the Port of Philadelphia, as the wharves of the Company were up to a few days since supposed to be within the Customs District of Philadelphia. It appears, however, that the Collector of Customs at Wilmington, Delaware, claims that the wharves are within the limits of his district, and that consequently vessels loading at the wharves of the Bear Creek Company should enter and clear at the Port of Wilmington, Delaware.

In this connection we would state that at the time the wharves were built the representatives of the said Company were informed by the Customs authorities at Philadelphia that Naaman's Creek formed the boundary line between the States of Delaware and Pennsylvania upon the Delaware River, and in consequence the wharf of the said Company was built above Naaman's Creek, and at a point supposed to be within the Customs District of Philadelphia, as it was the desire of the Company to have same located in that District, for the reason that the offices of the Company are in Philadelphia, and the general business connected with the vessels was transacted in that city, and the parties purchasing and shipping oil were also located or had their representatives in Philadelphia. The works of the Company are located at a point upon the Delaware River called Marcus Hook, about twenty miles from Philadelphia and ten miles from Wilmington, Delaware, where the Custom House of the Customs District of Wilmington is located, and the interests of the Revenue are looked after by inspectors, who are attached to the force of the Philadelphia Custom House. We are now in receipt of information that the wharf of the said Company is

in the State of Delaware, and not Pennsylvania, and that the boundary line as given when the wharf was built is not correct. If this is the case and the Customs business in connection with this shipping point must be attended to at Wilmington, great inconvenience will be occasioned to shippers and vessels, and increased expense to the Revenue, as the business which is now taken care of by Customs Officials of the Philadelphia District without increased expense, will have to be in charge of Wilmington Customs Officials, who will, no doubt, be additional appointments. The plant of the Company covers quite a large area of land, and by far the greater part of buildings, etc., are in the State of Pennsylvania, and it would seem as if the mere fact of the wharf being over the line should not operate to disturb and change the whole system and manner of doing business with this Company and the Government. It is hardly necessary to say that it would not be practicable to transact the business at Wilmington, as this city is thirty (30) miles distant from Philadelphia, and would require many trips back and forth in the most busy part of the day, that is, during Custom House hours. It would, therefore, be necessary to build a new wharf within the Pennsylvania line which would be only a few feet distant from the other wharf, and would involve the Company in a large expense without any additional protection to the Revenue.

We would therefore suggest that the Honorable Secretary of the Treasury will consider the whole plant as an entirety and consider that by reason of the greater portion of the Company's works being within the Customs District of Philadelphia, that the wharf should go with this portion, and be considered as within the Philadelphia District, and the Customs business be transacted at Philadelphia.

This request meets with the universal approval of the members of the Maritime Exchange, many of whom have business relations with vessels consigned to Marcus Hook, and who would suffer serious inconvenience if compelled to go to Wilmington in connection with the Customs business.

As an illustration of one feature of the case, we would state that almost all vessels would discharge within the Philadelphia District, and would enter at the Philadelphia Custom House after discharge, and before dropping down the river to Marcus Hook, the Master would have to clear at Philadelphia coastwise for Wilmington, and proceed to Wilmington to enter. This procedure in many instances would involve the delay of an entire day, for if a vessel was not ready to clear at Philadelphia until after 4 P. M., she would be compelled to wait until the next morning to clear; whereas she could otherwise have gone to Marcus Hook the same afternoon. There would also be the delay of going to Wilmington, and it would not be until about noon that the matter would be completed.

We would, therefore, most earnestly request you to give this matter your careful consideration, and if not inconsistent with the safety of the Revenue that you grant our request.

Your obedient servant,

(Signed) GEO. E. EARNSHAW,
President.

TREASURY DEPARTMENT,

OFFICE OF THE SECRETARY,

WASHINGTON, D. C., September 6, 1893.

COLLECTOR OF CUSTOMS, PHILADELPHIA, PENNA. :

Sir :—Referring to your letter of the 31st of July last concerning the Customs business transacted at a wharf near Marcus Hook, on the Delaware, heretofore regarded as in your district, I have to inform you that as it appears that the wharf mentioned is within the district of Delaware, said business must hereafter be conducted under the supervision of the Collector of Customs for that district, and he has been so advised.

Respectfully yours,

(Signed) C. S. HAMLIN,
Acting Secretary.

APPENDIX F.

Pilot Chart for North Pacific Ocean.

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 12th day of January, 1894, the following preamble and resolutions were unanimously adopted :

WHEREAS, The United States Hydrographic Office announces that it proposes to issue a pilot chart for the North Pacific Ocean upon the same lines as the North Atlantic Chart, and is collecting information concerning the meteorology of the Pacific to the end that reliable information concerning its prevailing winds, storms, currents and similar characteristics may be collected and published for the benefit of all mariners ; therefore, be it

Resolved, That The Philadelphia Maritime Exchange welcomes the publication of the proposed chart as it will render navigation safer in the North Pacific Ocean, and appreciates the good service done by the U. S. Hydrographic Office in making such an important addition to the many aids and benefits to navigation provided by the United States Government; and

Be it further Resolved, That a copy of this preamble and resolution be sent to the Secretary of the Navy, and to the Hydrographer, Bureau of Navigation, Navy Department.

GEO. E. EARNSHAW,
President.

Attest:

E. R. SHARWOOD,
Secretary.

Philadelphia, January 12th, 1894.

APPENDIX G.

Sandy Bay Breakwater and Harbor of Refuge.

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held on February 26th, 1894, it was unanimously

Resolved, That, in the opinion of the members of this organization, the early completion of the Sandy Bay Breakwater and Harbor of Refuge, Cape Ann, Massachusetts, is of vital importance to the Commercial and Maritime interests of our whole country. In its present condition, with two hundred feet of the super-structure above water, it is a menace to navigation, and we therefore call upon our Senators and Representatives in Congress assembled to exert their influence to place the appropriations for this great national work upon the permanent list of government appropriations, to the end that it may be completed at as early a date as is compatible with other public expenditures of the government.

GEO. E. EARNSHAW,
President.

Attest:

E. R. SHARWOOD,
Secretary.

Philadelphia, February 26th, 1894.

APPENDIX H.

Nicaragua Canal.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE
UNITED STATES, IN CONGRESS ASSEMBLED :

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 26th day of February, 1894, it was, on motion, unanimously

Resolved, That the Honorable, the Senate and House of Representatives of the United States, in Congress assembled, be, and the same are hereby, respectfully petitioned by this Exchange to take such action as in their judgment may seem judicious to promote the construction and early completion of the Nicaragua Canal under American control, believing that the said important work would greatly stimulate our shipping interests and add materially to the commercial prosperity of the nation at large.

GEO. E. EARNSHAW,
President.

Attest :

E. R. SHARWOOD,
Secretary.

Philadelphia, February 26th, 1894.

APPENDIX J.

Rule of the Road at Sea.

RESOLUTION ADOPTED AT BOARD MEETING MARCH 26TH, 1894.

"Resolved, That The Philadelphia Maritime Exchange address a communication to the President of the United States, urging him to fix a date when the Rule of the Road at Sea, as recommended by the International Marine Conference in 1889, shall go into effect ; and be it further

"Resolved, That the matter be referred to the Executive Committee, with power to act."

PHILADELPHIA, March 31, 1894.

HON. GROVER CLEVELAND,
Executive Mansion,
Washington, D. C.

Sir :—The International Marine Conference, which met at Washington, D. C., on October 16, 1889, unanimously adopted, *ad referendum*, certain regulations for preventing collisions at sea.

In August, 1890, Congress enacted a law to give effect to these Regulations, one section of which provides that the Act shall take effect at a time to be fixed by the President by proclamation issued for that purpose.

While it was no doubt proper that the United States should wait a reasonable time to give other nations that were parties to the Conference an opportunity to adopt similar regulations, it appears to us that as the United States took the initiative in calling the Conference together, it is now desirable that they should also take the initiative in carrying into effect its recommendations.

This Exchange, therefore, begs respectfully to suggest that you, by proclamation, fix an early date, say January 1, 1895, for the above-mentioned Act of Congress to take effect.

By order of the Board.

(Signed) GEO. E. EARNSHAW,
President.

APPENDIX K.

Keeping Life-Saving Stations in Active Service Ten Months in the Year.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED :

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 27th day of November, 1893, the following preamble and resolution were unanimously adopted :

WHEREAS, A Bill has been introduced in the Senate and the House of Representatives of the United States having for its title A Bill to Amend Section 5 of the Act approved June 18th, 1878, entitled "An Act to organize the Life-Saving Service ;" and

WHEREAS, Said Bill provides for the maintaining in active service Life-Saving Stations upon the sea and gulf coasts of the United States from the first day of August, in each year, until the first day of June succeeding; therefore, be it

Resolved, That The Philadelphia Maritime Exchange respectfully urge upon Congress the enactment of Senate Bill 869, and Bill H. R. 2795, believing that the destructive storms of late years during the months of May and August fully warrant the extra precautions afforded under the Bill in question for the saving of life and property.

GEO. E. EARNSHAW,
President.

Attest:

E. R. SHARWOOD,
Secretary.

Philadelphia, November 27th, 1893.

APPENDIX L.

“Horse Shoe” Shoals, Delaware River.

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 26th of December, 1893, the following preamble and resolution were unanimously adopted:

WHEREAS, The locality known as the “Horse Shoe” in the Delaware River, near Philadelphia, is frequently, during the winter season, a serious obstruction to navigation and the commerce of the port of Philadelphia, by reason of the massing of ice thereat; and

WHEREAS, It is believed that it is feasible to improve the said locality so as to remove the present obstruction to navigation; therefore it is

Resolved, That The Philadelphia Maritime Exchange, respectfully requests the Committee on Commerce to provide for the examination of the said locality by the local United States engineer, for the purpose of determining whether and in what manner the obstruction to navigation thereat arising from ice during the winter season can be obviated.

GEO. E. EARNSHAW,
President.

Attest:

E. R. SHARWOOD,
Secretary.

Philadelphia, December 26th, 1893.

APPENDIX M.

Gapway of Delaware Breakwater.

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 26th day of December, 1893, the following preamble and resolution were unanimously adopted :

WHEREAS, The importance of Delaware Breakwater Harbor to the commercial interests of the Port of Philadelphia has been fully established, it becomes of the utmost necessity to such interests that the said harbor, at the earliest possible date, be placed in such a condition as to permit the fullest advantage to be taken of its protection and value ; and

WHEREAS, In the present incomplete condition of the construction connecting the breakwater and ice breaker the full value of the harbor cannot be utilized, but on the contrary a dangerous obstruction exists to vessels seeking the harbor, which it is impossible to guard against by any system of lights ; therefore, it is

Resolved, That, as a representative of the large commercial interests involved, The Philadelphia Maritime Exchange most respectfully urges upon the consideration of the Secretary of War the necessity for such early action as will permit the completion of the work in progress, thereby permitting the full utilization of the benefits of the harbor and the removal of a present dangerous obstruction to navigation.

GEO. E. EARNSHAW,

President.

Attest :

E. R. SHARWOOD,

Secretary.

Philadelphia, December 26th, 1893.

APPENDIX N.

Rules Governing the Use of the Life-Saving Service Telephone in the Branch Office of The Philadelphia Maritime Exchange at Lewes, Delaware.

The same rules that govern the use of the telephones at the stations of the United States Life-Saving Service will apply to the instruments at the

Lewes office, subject to such written modifications as may be made from time to time by the General Superintendent of the United States Life-Saving Service, or by the President or Secretary of The Philadelphia Maritime Exchange with his approval.

All official messages concerning maritime disasters received over the Life-Saving Service telephone at Lewes, Delaware, will be distributed as follows:

First.—Publicly displayed in the office of the Maritime Exchange at Lewes, Delaware.

Second.—Telegraphed to the General Superintendent at Washington, to the Maritime Exchange at Philadelphia, and when the Exchange is not open duplicate messages sent to the agent of the United Press, Philadelphia, and to the Maritime Association of New York. The messages to the General Superintendent of the Life-Saving Service, and to the Maritime Association of New York, being sent "collect."

Third.—Messages received over the telephone at Lewes before or after office hours, say before 7 A. M., and after 9 P. M. (Sundays, 8 to 10 A. M. and 5 to 6 P. M.), will be sent to the representatives of the several wrecking concerns at Lewes, Delaware, without discrimination.

Of course, this distribution will not include any message addressed to the General Superintendent or other officer of the Life-Saving Service, and evidently intended exclusively for the person addressed, nor private messages, by which is understood messages sent by or at the request of a master or officer of a distressed vessel. Such messages will be delivered only to the parties to whom they are addressed.

S. I. KIMBALL,

General Superintendent U. S. Life Saving Service.

WASHINGTON, D. C., October 19, 1893.

APPENDIX O.

PHILIP FITZPATRICK.

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held April 24th, 1893, the following preamble and resolution were unanimously adopted:

WHEREAS, By reason of advancing years and a desire to be relieved of active work on the Board of Directors of The Philadelphia Maritime

Exchange, our valued friend, Philip Fitzpatrick, has resigned his seat at this Board; and

WHEREAS, The said Philip Fitzpatrick was one of the original organizers of the Exchange, a member of its first and of each successive Board, and Vice-President since 1880; and

WHEREAS, It is the desire of the Board to express in a fitting and appropriate manner its sense of the services the said Philip Fitzpatrick has rendered to the Exchange, its earnest wish not to be deprived of his co-operation and counsel, and, further, to testify its respect and esteem for him as a friend and colleague; and

WHEREAS, Article VI, Section 5, of the By-Laws authorizes the Board to appoint such officers as it may deem necessary for the purposes of the Exchange; be it

Resolved, That Philip Fitzpatrick be, and is hereby appointed Honorary Vice-President and Director *ex-officio*.

Attest:

E. R. SHARWOOD,
Secretary.

GEO. E. EARNSHAW,
President.

Philadelphia, April 24th, 1893.

APPENDIX P.

SPENCER C. McCORKLE.

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 26th day of March, 1894, the following minute was unanimously adopted:

The members of The Philadelphia Maritime Exchange have heard with deep regret of the death at Washington, D. C., on March 20th, 1894, of Mr. Spencer C. McCorkle, of the United States Coast and Geodetic Survey.

Mr. McCorkle was stationed at Philadelphia from 1873 to 1892, and during that time, by his kindly manners and never-failing courtesy, made personal friends of many members of the Exchange who came in contact with him.

He was elected to Honorary Membership in the Maritime Exchange in 1887 as a slight token of the esteem in which he was held by the members, and in recognition of the practical interest he took in all matters affecting Philadelphia's commercial progress.

His transfer to headquarters of the Coast and Geodetic Survey at Washington, D. C., in the year 1892, necessarily severed valuable relations which had existed for nearly twenty years, and the regret of the Board of Trade, the Commercial Exchange and of the Maritime Exchange was then recorded in a joint minute expressive of their appreciation of his conscientious and painstaking methods, and of his readiness at all times by his counsel to advance the interests of the Port.

GEO. E. EARNSHAW,
President.

Attest:

E. R. SHARWOOD,
Secretary.

Philadelphia, March 27th, 1894.

APPENDIX Q.

GEORGE W. CHILDS.

At a special meeting of the members of The Philadelphia Maritime Exchange, held the 23d day of February, 1894, the following preamble and resolution were unanimously adopted:

"WHEREAS, In the death of George W. Childs, The Philadelphia Maritime Exchange has lost one whose name has been enrolled in its membership for many years (since 1883); and,

"WHEREAS, Mr. Childs, while never an active participant in the conduct of the affairs of this Exchange, nevertheless contributed in an especial degree through the influence of *The Public Ledger*, to the furtherance of every movement in which this Exchange has been concerned, for the welfare and advancement of Philadelphia as a commercial port; therefore,

"*Resolved*, That this meeting hereby expresses its deep recognition of the great loss which this Exchange, individually, as well as the community at large, has suffered in the removal from this life of this public-spirited, broad-minded and benevolent fellow-citizen."

Attest:

E. R. SHARWOOD,
Secretary.

GEO. E. EARNSHAW,
President.

Philadelphia, February 23d, 1894.

APPENDIX R.

Improvements in the Delaware River.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED:

This Joint Memorial, of the Philadelphia Board of Trade, the Philadelphia Commercial Exchange, The Philadelphia Maritime Exchange, The Philadelphia Drug Exchange, the Grocers' and Importers' Exchange, the Vessel Owners' and Captains' Association, the Board of Wardens for the Port of Philadelphia, the Manufacturers' Club, the Trades League of Philadelphia, also the undersigned, representing commercial and maritime traffic of Philadelphia, respectfully represents:

That the General Government, in recognition of the national importance of the River Delaware to the commerce of the whole country, has undertaken its improvements under a project submitted by a Board of United States Engineers in January, 1885, which provides for the opening and permanent maintenance of a channel from the City of Philadelphia to the sea, in width not less than six hundred (600) feet, and in depth at mean low water of twenty-six (26) feet.

That this work was undertaken in view of the necessity existing for a greater depth of water, at various places, in the Delaware River, and is demanded by the deep draft of vessels carrying the bulk of its large and increasing commerce.

That steamers and sailing vessels drawing twenty-six (26) feet and upwards are regularly employed in trading with the ports on the Delaware River, and unreasonable delays are often experienced by these deep-draft vessels in proceeding up or down the river, owing to existence of the several shoals and bars, which are to be removed under the project adopted by the General Government for the improvement of the river.

That this improvement of the Delaware River has been much delayed by reason of the limited appropriations by Congress during the past years, and the demands now for greater depth of water in the channel are so imperative and just, that, unless secured, serious embarrassment will ensue, and the commerce of this National waterway be vitally affected; therefore,

Your Memorialists, the before-recited trade, commercial, maritime and manufacturers' associations, and the undersigned, petition your Honorable Bodies to appropriate, in the River and Harbor Bill, now under consideration, Five Hundred Thousand Dollars (\$500,000), the amount estimated, in the report of Major C. W. Raymond, U. S. Engineer, that can be profitably expended in the fiscal year ending June 30, 1895.

Attest:	F. FRALEY, <i>President,</i>
W. R. TUCKER,	<i>The Philadelphia Board of Trade.</i>
	<i>Secretary.</i>
Attest: —	E. L. ROGERS, <i>President,</i>
C. ROSS SMITH,	<i>Commercial Exchange.</i>
Attest:	GEO. E. EARNSHAW, <i>President,</i>
E. R. SHARWOOD,	<i>The Philadelphia Maritime Exchange.</i>
Attest:	EDWIN HALPEN, <i>President,</i>
JOS. F. HAEGELE,	<i>Grocers' and Importers' Exchange.</i>
Attest:	WILLIAM J. MILLER, <i>President,</i>
WILLIAM GULAGER,	<i>Philadelphia Drug Exchange.</i>
Attest:	JOEL COOK, <i>President,</i>
GEO. F. SPROULE,	<i>Board of Wardens for the Port of Philada.</i>
Attest:	W. W. FOULKROD, <i>President,</i>
J. N. FITZGERALD,	<i>Trades League of Philadelphia.</i>
Attest:	CHARLES LAWRENCE, <i>President,</i>
J. F. WALLACE,	<i>Vessel Owners' and Captains' Association.</i>
Attest:	THOMAS DOLAN, <i>President,</i>
CHAS. HEBER CLARK,	<i>Manufacturers' Club.</i>
	<i>Secretary.</i>

INTERNATIONAL NAVIGATION CO., BY CLEMENT A. GRISCOM, *President*.
HAMBURG-AMERICAN PACKET CO., BY O. G. HEMPSTEAD & SON, *Agents*.
ALLAN AND ALLAN-STATE S. S. LINES, H. & A. ALLAN, *Agents*.
NORTH ATLANTIC TRIDENT LINE, CHAS. M. TAYLOR'S SONS, *Agents*.
THE PHILA. GRAIN ELEVATOR CO., JAMES S. TAYLOR, *Treasurer*.
PETER WRIGHT & SONS.
ATLANTIC TRANSPORT LINE, PETER WRIGHT & SONS, *General Agents*.
THE CLYDE STEAMSHIP CO., W. P. CLYDE & CO, *General Agents*.
THE OCEAN STEAMSHIP CO. OF SAVANNAH, WILLIAM L. JAMES, *Agent*.
BOSTON AND PHILADA. S. S. CO., GEORGE C. ECKHARDT, *Agent*.
W. F. HAGAR & CO.
SUTTON & CO.
INSURANCE CO. OF NORTH AMERICA, BY CHARLES PLATT, *President*.
THE DELAWARE INS. CO. OF PHILA., BY TATTNALL PAULDING, *President*.
PENNSYLVANIA R. R. CO., BY G. B. ROBERTS, *President*.
PHILADELPHIA & ERIE RAILROAD CO., BY N. P. SHORTRIDGE, *President*.
THE PHILADELPHIA & READING RAILROAD CO., J. S. HARRIS, *President*.
WEST JERSEY R. R. CO., W. J. SEWELL, *Vice-President*.
THE ERIE & WESTERN TRANSPORTATION, BY FRANK J. FIRTH, *President*.
GIRARD POINT STORAGE CO., W. H. BARNES, *President*.
THE WM. CRAMP & SONS SHIP AND ENGINE BUILDING COMPANY,
BY CHARLES H. CRAMP, *President*.
THE ATLANTIC REFINING CO., MALCOLM LLOYD, *Vice-President*.

PHILADELPHIA, February 15, 1894.

MEMBERSHIP.

A

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
20	ADMIRALTY SURVEYORS, Board of.....	Surveyors	216½ Walnut st.	
21	ALBURGER, J. T., & CO.....	Provisions	414 S. Front st.	
519	ALI, GEO. D.....with Gust Heye.....	Petroleum.....	328 Chestnut st.	
486	ALLAN, H. & A....."Allan Line.".....	Steamship Agents.....	421 Chestnut st.	
635	ALLOWAY, C. H.....with R. B. Wigton & Sons..	Coal.....	228 S. Fourth st.	
408	AMERICAN DREDGING CO.....	Dredging.....	234 Walnut st.	
596	ANDERSEN, JONAS C.....with L. Westergaard & Co..	Ship Brokers.....	138 S. Second st.	
497	ARNOLD, H. Y.....	Petroleum.....	319 Walnut st.	
296	ATLANTIC REFINING CO.....	Petroleum.....	328 Chestnut st.	

B

515	BAILEY, E. H. & CO.....	Custom House Bro- } kers	406 Library st.
25	BAILEY, JOHN T., & CO.....	Cordage.....	1136 Market st.
595	BAILEY, SAMUEL T.....Mgr. Pilot Boat "Edmunds"		140 S. Third st.
460	BAIRD, JOHN, & SONS.....	Marble.....	214 S. 24th st.
240	BAIZLEY, JOHN	Machinist.....	510 S. Delaware ave. 4th & Chestnut sts.
326	BALTIMORE & OHIO R.R. CO.		
304	BALTIMORE & PHILADEL- } PHIA STEAMBOAT CO..... } "Ericsson Line"		28 S. Delaware ave.
149	BANK OF NORTH AMERICA..		310 Chestnut st.
571	BANKS, R. G., & CO.....	Towing.....	228 Dock st.
518	BARKER & MCCALL.....	Insurance.....	222 Walnut st.
556	BARTOL, GEO. E., CO., L't'd...	Export and Com- } mission..... }	139 S. Front st.
603	BALL, JOSEPH A..... } Spreckles' Sugar Refin- } ing Company..... }		Stock Exchange Place.
601	BARRATT, WM. C.....with Earn-Line S. S. Co..		} S. W. Cor. Third and } Walnut sts.
604	BARRETT, L. D.....	Surveyor "Ameri- } can Record"..... }	216½ Walnut st.
426	BAUGH & SONS COMPANY...	Fertilizers	20 S. Delaware ave.
624	BAYMORE, B.....with David Baird..	Spar-maker.....	Camden, N. J.
464	BEATTIE & HAY	Commission Mer- } chants	25 S. Water st.
614	BECK, JACOB B.....Beck & Young	Waterman.....	518 Penn st.
602	BENNETT, F. P.....with M. W. Phillips.....	Ship Supplies.....	47 N. Second st.
621	BENSON, THOMAS..... } with Harlan & Hollings- } worth Company..... }	Ship Yard.....	} Wilmington, Del.
503	BERNARD, WM. E.....Uhler Transportation Line.		Pier 31, N. Wharves.
363	BERWIND-WHITE COAL } MINING CO..... }	Coal	Room 242, Bullitt Bldg.
454	BIDDLE, THOS. A., & CO.....	Bankers	326 Walnut St.
308	BIDDLE & WARD.....	Lawyers.....	505 Chestnut st.

No. of Cert.	Name.	Firm.	Business.	Address.
605	BIRD, H. E.....	with Alfred Tucker & Co...	Coal.....	136 S. Fourth st.
561	BLACKBURN, S. P., & CO.....		Ship Supplies.....	129 S. Second st.
31	BONEY, MORRIS.....		Stevedore	220 Gold st.
581	BOSSHARDT & WILSON CO ...		Petroleum	212 S. Third st.
532	BOSTON & PHILA. S. S. CO.....	"Winsor Line"		338 S. Delaware av.
505	BOSTON TOW BOAT CO.....	J. A. Dinning, Agent.....	Towing.....	338 S. Delaware av.
260	BOWDEN, N., & SONS.....		Stevedores.....	217 Lodge st.
272	BOWKER, JOSEPH F.....		Towing.....	334 Federal st.
627	BOYER, SAMUEL R.....		Towing.....	N. E. Cor. Third and Walnut sts.
506	BRADY, JOHN L.....	Easton and McMahon } Transportation Co.... }		18 S. Delaware av.
584	BROCKIE & WELSH.....		Insurance & Com- mission	S. E. Cor. Fourth and Walnut sts.
34	BROWN BROS. & CO.....		Bankers.....	S. E. Cor. Fourth and Chestnut sts.
450	BUCHÉY, J. J., & CO.....		Custom House Bro- kers.....	Room 200, 421 Chestnut st.
585	BURNHAM, WILLIAMS & CO.	Baldwin Locomotive Works.		220 S. Fourth st.

C

668	CALL, JARVIS.....		Hardware	214 S. Second st.
659	CARR, G. N. P.....	with William Annear.....	Ship Supplies.....	227 Dock st.
359	CASTNER & CURRAN.....		Coal.....	328 Chestnut st.
41	CATHRAL, EUGENE H.....		Wood, lumber, bal- last & wharfinger }	5 Walnut st.
43	CENTRAL NATIONAL BANK.			109 S. Fourth st.
645	CHAMBERS, R. C.....	Mgr. Pilot Boat "Tunnell"		202 S Second st.
398	CHAMPION & MEGEE.....		Ship Owners.....	113 Walnut st.
536	CHANDLER, FRANK M.....	Agt. Cramps' Ship Yard....		210 Walnut st.
512	CHESTER PIPE & TUBE CO., THE.....			267 S. Fourth st.
45	CHURCHMAN, F. A.....		Towing.....	115 Walnut st.
630	CLARK, HARRY F.....	with Mather & Co	Insurance.....	231 Walnut st.
456	CLARK, E. W., & CO.....		Bankers	Bullitt Building.
514	CLEARFIELD BITUMINOUS COAL CORPORATION.....		Coal	607 Provident Building.
47 317 }	CLYDE, WM. P., & CO.....	"Clyde Lines"		12 S. Delaware av.
285	COMMERCIAL LIST PUB- LISHING CO.....		Publishers.....	241 Dock st.
368	CONTINENTAL BREWING CO.....			Twenty-first street and Washington av.
235	COOK, SAMUEL C.....		Auctioneer.....	124 S. Front st.
636	COOPER, EDWARD P.....	with Atlantic Refining Co.	Petroleum.....	328 Chestnut st.
50	COPE BROS.....		Shipping	1 Walnut st.
51	COCHRAN, JOHN....		Stevedore.....	217 Union st.
52	CORN EXCHANGE NA- TIONAL BANK.....			N. E. Cor. Second and Chestnut sts.
357	CRAIG, JOHN F., & CO.....		Sugar Brokers	143 S. Front st.
549	CRAMP, CHARLES H.....	The Wm. Cramp & Sons } S. & E. B. Co..... }		Beach and Ball sts.
534	CRAMP, EDWIN S.....	The Wm. Cramp & Sons } S. & E. B. Co..... }		Beach and Ball sts.

No. of Cert.	Name.	Firm.	Business.	Address.
535	CRAMP, HENRY W.....	} The Wm. Cramp & Sons } S. & E. B. Co.....		Beach and Ball sts.
366	CRAMP, WM., & SONS, SHIP } & ENGINE BUILDING CO. }			Beach and Ball sts.
541	CREW LEVICK CO.....		Petroleum.....	113 Arch st.
492	CRISPIN, B. F., & CO.....		Public Weighers.....	48 S. Water st.
539	CROW, ALEXANDER, JR.....		Carpet Manufacturer.....	22d and Callowhill sts.
510	CROWELL, CALVIN S., & CO..		Fruit Importers.....	124 N. Delaware ave.
559	CUNEO, SALVATORE.....		Stevedore.....	225 Dock st.

D

646	DALY, THOS. A	with S. P. Blackburn & Co.	Ship Supplies	129 S. Second st.
367	DANDO PRINTING & PUB- } LISHING COMPANY.....		Printers and Pub- } lishers.....	34 S. Third st.
599	DANIELS, SAMUEL S.....	} Commercial List Publish- } ing Company.....		241 Dock st.
61	DARRAH & ELWELL.....		Ship Supplies.....	512 S. Delaware ave.
62	DAVIS, CHARLES W.....		Stevedore.....	Old Navy Yard.
609	DAVIS, CHARLES E., JR.....	Manager, Red Star Tugs.	Towing.....	305 Walnut st.
673	DAVIS COAL & COKE CO.....		Coal & Coke.....	925 Chestnut st.
558	DELAWARE INSURANCE } CO. OF PHILADELPHIA....		Fire and Marine....	} S. E. Cor. Third and Walnut sts.
66	DESCOVICH & CO.....		Ship Brokers	
620	DIALOGUE, JOHN H., & } SON.....		Ship Builders.....	} Kaighn's Point, Cam- den, N. J.
612	DINNING, E. L.....	} with Phila. Shipping Co. }	Steamship & Com- } mission Agents...	
337	DISSTON, HENRY, & SONS...		Saw Manufacturers...	P. O. Box 1537, Phila.
431	DOUGHERTY, JOHN, JR.....	with John Dougherty.....	Stevedore	30 Christian st.
582	DREER, HENRY A., Inc.....		Seeds	714 Chestnut st.
70	DREXEL & CO.....		Bankers	Chestnut and Fifth sts.
555	DUMOIS, H., & CO.....		Fruit Importers.....	Pier 19, N. Delaware av.
669	DUNBAR, THOS.....		Physician.....	336 S. Second st.
71	DUNN BROS.....		Bankers	115 S. Fifth st.
243	DURKEE, A. R., & CO.....		Ship Brokers	149 Petroleum st.

E

423	EARN-LINE STEAMSHIP } COMPANY.....			S. W. Cor. Third and Walnut sts
277	EARNSHAW, ALFRED.....		Importer.....	} S. W. Cor. Third and Walnut sts.
314	EARNSHAW, GEO. E.....	} Earn-Line Steamship } Company		
672	EHRÉT, M. Jr., & CO.....		Coal Tar Distillers....	423 Walnut st.
663	ELDREDGE, F. S.....	Mgr. Pilot Boat "Knight"		140 S. Third st.
618	ELLIS, ALEXANDER.....	with James McCaulley.....	Towing.....	212 Walnut st.
76	ELLISON, J. B., & SONS.....		Importers.....	24 S. Sixth st.
77	ERIE & WESTERN TRANS- } PORTATION COMPANY.....			234 S. Fourth st.

F

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
78	FARMERS' & MECHANICS' } NATIONAL BANK.....}			427 Chestnut st.
80	FERGUSON BROS.....		Chemical Importers.....	102 Chestnut st.
82	FIRST NATIONAL BANK.			315 Chestnut st.
2	FITZPATRICK, PHILIP.....		Ship Owner.....	1 Merchants' Exchange
85	FLANAGAN, S. & J. M..... }		Towing and Trans- portation	226 Walnut st.
402	FOURTH STREET NATION- AL BANK.....}			Bullitt Building.
482	FRANKLIN SUGAR REFIN- ING COMPANY.....}		Sugar Refinery	101 S. Front st.
658	FRAZIER, GEO. H.....}	Franklin Sugar Refining Company	Sugar Refinery.....	101 S. Front st.

G

662	GABRIEL, JOSEPH	with Gust Heye.....	Petroleum.....	328 Chestnut st.
592	GALLAGHER, GEORGE.....		Stevedore.....	313 S. Third st.
622	GARVIN, ARCHIBALD.....	with M. P. Howlett.....	Stevedore.....	218 Gold st.
544	GAMBEN & WILLAR.....		Watchmen	506 S. Delaware av.
418	GENERAL MARINE INSUR- ANCE CO., OF DRESDEN.. }		Insurance.....	420 Walnut st.
637	GERHARD, WILLIAM.....	Bradlee & Co.....	Chain Works.....	Beach and Otis sts.
13	GILL & FISHER, LIMITED.....		Grain Exporters.....	22 Merchants' Exchange
89	GIRARD NATIONAL BANK....			116 S. Third st.
90	GIRARD POINT STORAGE } COMPANY.....}		Grain Elevators & Storage.....	305 Walnut st.
598	GOERING, O.....	with Theodor Ruger & Co.	Ship Brokers	312 Stock Exchange Pl.
522	GRACE, JOHN, & SON.....		Stevedores	111 Walnut st.
369	GRAEFF, WILCOX & CO.....		Coal.....	318 Walnut st.
615	GRANDFIELD, WM. J..... }	with John B. Hamel, Jr., & Co	Ship Brokers	10 Merchants' Exchange
63	GUARANTEE TRUST AND SAFE DEPOSIT CO..... }		Banking.....	320 Chestnut st.

H

616	HAENN, GEORGE J.....		Lumber.....	Point Breeze Oil Docks
548	HAGAN, PETER..... }		Towing and Trans- portation	221 Dock st.
358	HAGAR, W. F., & CO..... }		Ship Brokers.....	N. E. Cor. Third and Walnut sts.
370	HALLINGER, D. B.....		Towing.....	106 Walnut st.
573	HAMPTON, J. W., JR., & CO. }		Custom House Bro- kers.....	420 Library st.
623	HAND, THOS. R.....	E. B. Hand.....	Towing.....	217 Walnut st.
638	HARDY, GEO. H..... }	with International Navi- gation Company..... }		307 Walnut st.
586	HARLAN & HOLLINGS- WORTH CO., THE..... }		Ship Yard and Dry Dock.....	Wilmington, Del.
481	HARRISS, GEO., JR.....	Geo. Harriss, Jr., & Co.....	Ship Brokers.....	127 Walnut st.
567	HART COMPANY.....		Fruit Importers	Pier 11, N. Delaware av.
490	HAUG, JOHN.....		Marine Survey.....	206 Walnut Place.
570	HERMISTON & MELLERT....		Machinists.....	311½ Walnut st.

MEMBERSHIP.

121

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
639	HEYER, GUST.....		Petroleum.....	328 Chestnut st.
629	HICKMAN, WILLIAM H.....		Physician	336 S. Second st.
533	HIGBEE, GEO. H.....	} Manager International Navigation Company.. }		307 Walnut st.
286	HOFFER, DAVID.....		Meats	2930 Market st.
107	HOFFMAN, J. W., & CO.....		Iron & Commission ..	Bullitt Building.
109	HOGAN, JAMES.....	Agent "Cunard Line"	Stationer.....	339 Chestnut st.
611	HOLTON, J. S. W.....	Sterling Coal Co.....	Coal	419 Walnut st.
18	HOUGH, ISAAC, & CO.....		Sugar & Commission	324 Walnut st.
440	HOWLETT, M. P.....		Stevedore.....	218 Gold st.
618	HUDSON, ASHER J.....	Agent "McCaulley Tugs."	Towing.....	212 Walnut st.
538	HUDSON, WM. H., & SON.....		Shipping Agents.....	228 Dock st.
521	HUGHES, ALBERT N.....		Towing.....	115 Walnut st.
111	HUGHES, A. S.....		Towing.....	115 Walnut st.
665	HUGHES, WM. J.....	with Morris Boney.....	Stevedore.....	220 Gold st.
628	HUTSON, HARRY J.....	} with W. F. Hager & Co., }	} Ship Brokers..... }	} N. E. Cor. Third and Walnut sts.

I

112	INTERNATIONAL NAVIGA- TION COMPANY.....			307 Walnut st.
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J

542	JESSUP & MOORE PAPER CO		Manufacturers.....	28 S. Sixth st.
113	JOHNSON, LAWRENCE, & } CO.....		Shipping and Com- mission.....	} 209 S. Third st.
281	JURAGUA IRON CO., LIMITED.		Iron Ore	
114	JUSTICE, BATEMAN & CO.....		Wool	122 S. Front st.
411	JUSTUS, PHILIP.....		Average Adjuster.....	224 Walnut st.

K

403	KATZ, ARNOLD.....		Commission.....	128 Walnut st.
117	KERR, ALEX., BRO & CO.....		Salt.....	516 N. Delaware av.
233	KINGSLEY, J. E., & CO.....		Proprietors	Continental Hotel.
118	KNICKERBOCKER ICE CO.. }		Ice and Coal.....	} S. W. Cor. Sixth and Arch sts.

L

625	LA BOYTEAUX, W. H.....	with Johnson & Higgins.	Average Adjusters.....	224 Walnut st.
427	LAKE, H. B.....		Towing.....	117 Walnut st.
273	LAUER'S SONS, JOSEPH.....			1210 S. Fourth st.
551	LAVINO, E. J., & CO.....		Importers	26 Letitia st.
651	LAWTON, HARRY H.....	with Henry Goldner & Son	Machinists.....	Tasker Street Wharf.
125	LEHIGH COAL & NAVIGA- TION CO.....	}	} Coal and Transpor- tation.....	} 226 S. Third st.
213	LEHIGH VALLEY RAIL- ROAD CO.....			
126	LENNIG, CHARLES, & CO., }		Chemical Import- ers	} 112 S. Front st.
413	LESLEY & TRINKLE.....		Cement	
128	LEVIS, HENRY, & CO.....		Iron and Steel	234 S. Fourth st.

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
397	LEWIS, JOHN F.....		Admiralty Lawyer.....	430 Walnut st.
451	LIPPINCOTT, J. B., CO.....		Publishers.....	715 Market st.
564	LINGO, JOHN E.....		Towing.....	106 Walnut st.
593	LONG, H. C.....	Manager Pilot Boat "Ker"		140 S. Third st.
513	LOYAL-HANNA COAL AND COKE CO.....		Coal.....	Bullitt Building.
652	LYNCH, EMMETT.....	with Beck & Young.....	Waterman.....	313 Union st.

M

693	MACDONNELL, SAMUEL B....	Maritime Publishing Co...		216½ Walnut st.
545	MACDONALD, W. H.....	Agent Pennsylvania Pilots.		140 S. Third st.
445	MACKELLAR, SMITHS & JORDAN CO.....		Type Founders.....	606 Sansom st.
421	MADEIRA, LOUIS C., & SONS.		Insurance.....	320 Walnut st.
496	MANN, EDWIN R., & CO.....		Iron	147 S. Fourth st
345	MARITIME PUBLISHING CO..		Publishers	216½ Walnut st.
550	MARSILY, F. A., & CO.....		Brokers and Agents..	201 Walnut Place.
472	MARTIN, FULLER & CO.....		Live Stock.....	30th and Arch sts.
631	MASON, ANDREW T.....	with John Baizley.....	Machinist.....	510 S. Delaware av.
134	MATHER & CO.....		Insurance.....	231 Walnut st.
135	MATHEWS, J. M.....		Petroleum	212 S. Third st.
594	MAULL, WILLIAM.....	Manager Pilot Boat "Howard".....		140 S. Third st.
375	MAY, H. D., & CO.....		Ship Brokers.....	113 Walnut st.
313	MAY, JONATHAN, & SONS....		Ship Supplies.....	500 S. Delaware av.
667	MERCHANT & CO., INC.....		Tin and Metal.....	517 Arch st.
640	MESSICK, GEO. W.....	with John L. Nicholson.	Ship Broker.....	13 Merchants' Exchange
671	MEYERS, HENRY G.,	with Peter Wright & Sons,.....	Steamship & Com- mission Agents...	305 Walnut st.
473	MIDVALE STEEL CO.....		Manufacturers.....	Nicetown, Phila.
459	MITCHELL, WILSON.....		Grindstones	310 N. Fourth st.
142	MOELLING & AUTENRIETH }		Banking and Com- mission.....	45 S. Third St.
661	MORRIS, MAULL, BURTON } & CO.....		Wrecking and Sal- vage.....	Lewes, Del.
225	MORRIS, WHEELER & CO....		Iron and Steel	16th and Market sts.
641	MORTON, THOS. L.....	with R. D. Wood & Co.....	Iron Founders.....	400 Chestnut st.
420	MUNN, F. W.....		Towing.....	217 Walnut st.
436	MURPHY, ALEX., & CO.....		Custom House Bro- kers.....	432 Library st.
588	MCCAHAN, W. J., SUGAR REFINING CO.....		Sugar Refinery.....	147 S. Front st.
145	McFADDEN, GEO. H., & BRO..		Cotton	121 Chestnut st.
656	McDEVITT, DENNIS.....		Towing and Trans- portation	3018 Richmond st.

N

580	NEAFIE & LEVY SHIP AND ENGINE BUILDING CO.....			1365 Beach st.
528	NEW COALDALE CO.....		Coal	328 Chestnut st.
318	NORFOLK & WESTERN RAILROAD CO.....			333 Walnut st.
655	NIXON, LEWIS.....		Cramps' Ship Yard...	Beach and Ball sts.
212	NORTH AMERICA, INSUR- ANCE COMPANY OF.....		Fire and Marine....	232 Walnut st.

O

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
376	OCEAN STEAMSHIP COM- PANY OF SAVANNAH.....	William L. James, Agent. }		13 S. Third st.

P

547	PAMPINELLA, F. N.....		Towing.....	115 Walnut st.
562	PARR, I. M., & SON, Limited }		Exporters Grain....	12 Chamber of Com- merce.
552	PEALE, PEACOCK & KERR, }		Coal.....	411 Walnut st.
	INCORPORATED			
153	PENN NATIONAL BANK..... }			S. W. Cor. Market and Seventh sts.
216	PENNSYLVANIA RAIL- }			233 S. Fourth st.
	ROAD CO.....			
153	PENNSYLVANIA SALT }		Chemicals.....	115 Chestnut st.
	MANUFACTURING CO..... }			
256	PENNSYLVANIA STEEL CO...		Steel.....	208 S. Fourth st.
332	PENNSYLVANIA WARE- }		Storage.....	113 S. Third st.
	HOUSING AND SAFE }			
	DEPOSIT CO.....			
577	PETTIT, CHAS. A., & CO.....		Ship Brokers	121 Walnut st.
474	PHELPS BRO. & CO.....		Steamship Agents....	11 Dock st.
157	PHILADELPHIA GRAIN }		Grain.....	18 Merchants' Exchange
	ELEVATOR CO.....			
217	PHILADELPHIA & READ- }			Twelfth and Market
	ING RAILROAD CO..... }			sts.
303	PHILADELPHIA TRANS- }			108 Walnut st.
	PORTATION AND LIGHT- }			
	ERAGE CO.....			
159	PHILADELPHIA WARE- }			235 Dock st.
	HOUSE CO.....			
566	PHILADELPHIA WARE- }			Noble st. and Delaware
	HOUSING & COLD STOR- }			ave.
	AGE CO.....			
219	PHILADELPHIA WILMING- }			233 S. Fourth st.
	TON AND BALTIMORE }			
	RAILROAD CO.....			
589	PHILLIPS, MORO, CHEMI- }		Chemicals, etc.....	131 S. Third st.
	CAL CO.....			
520	PHILLIPS, T. BENNETT.....		Coal.....	329 Walnut st.
434	POTTS, W. F., SON & CO.....		Iron	1221 Market st.
634	PRICE, CHAS. F.....	with John Reese.....	Ship Supplies.....	217 Lodge st.
626	PRICE, WILLIAM E.....	Agent, Delaware Pilots.....		202 S. Second st.
475	PRIDE, GEO. W., & SON		Towing.....	228 Dock st.
223	"PUBLIC LEDGER".....			Sixth and Chestnut sts.

Q

569	QUAKER CITY FRUIT CO.....		Fruit Importers.....	407 New Market st.
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R

166	REAKIRT, BRO. & CO.....		Iron.....	218½ Walnut st.
246	REESE, JOHN.....		Ship Supplies.....	217 Lodge st.
262	REESE, JOHN.....		Towing.....	111 Walnut st.
439	REEVES, PARVIN & CO.....		Wholesale Grocers...	20 S. Front st.

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
657	REYNOLDS, J. R.....	} with Edward W. Stotsen- burg & Co.....	Towing.....	} 10 Merchants' Exchange
167	RIDGWAY, JACOB E.....		Ship Owner.....	201 Walnut Place.
168	RIGGS & BRO.....		Nautical Instruments.....	221 Walnut st.
491	RISSO, VESCIA & CO.....		Ship Supplies.....	257 S. Second st.
642	ROBERTS, MATTHEW F.....	with Atlantic Refining Co.	Petroleum	328 Chestnut st.
349	ROBINSON, BENJ. W.....		Towing.....	347 Christian st.
632	RONEY, JAMES P.....	with Darrah & Elwell.....	Ship Supplies.....	512 S. Delaware av.
414	ROSENBAUM, M.....		Passage Agent.....	609 S. Third st.
346	RUBELLI, L.....		Ship Broker.....	218½ Walnut st.
312	RUGER, THEODOR, & CO... }		Ship Brokers	} 312 Stock Exchange Place.
660	RUNGE, ROBERT.....		Ship Supplies.....	126 Exchange Place.
607	RUSH, BENJAMIN.....	} with Brockie & Welsh....	Insurance and Com- mission.....	} S. E. Cor. Fourth and Walnut sts.

S

606	SARGENT, R. W.....		Cramps' Ship Yard...	Beach and Ball sts.
572	SAUQUOIT SILK MANUFAC- TURING CO., THE.....		Silk Manufacturers }	Columbia avenue and Randolph st.
442	SCOTT, GEO. W.....		Cooper.....	31 Bainbridge st.
557	SELLERS, WILLIAM, & CO., }		Machinists' Tools... }	1600 Hamilton st.
	INCORPORATED.....			
175	SHARPLESS, J. M., & CO..... }		Dye Stuffs & Chem- icals.....	} 20 N. Front st.
385	SHUBERT & COTTINGHAM...		Ship Supplies.....	118 N. Delaware ave.
341	SHULTZ, HARRY R.....	} H. R. Shultz & Co.....	Custom House Bro- kers	} 434 Library st.
404	SIMPSON, WM., SONS & CO...		Cotton Goods.....	130 Chestnut st.
224	SINGERLY, WM. M.....	Record Publishing Co.....		917 Chestnut st.
178	SMITH, CHAS. & SONS.....		Bankers.....	303 Chestnut st.
537	SMITH, EDMUND D., & CO.....		Iron	208 S. Fourth st.
583	SMITH, J. T.....		Ship Broker.....	112 Walnut st.
432	SMITH, WINTHROP AND }		Bankers.....	} 439 Chestnut st.
	PERCY			
553	SORVER, DAMON & CO.....		Coffee Importers.....	118 S. Front st.
531	SPRECKELS' SUGAR RE- FINING CO.....		Sugar Refinery.....	} Stock Exchange Place.
653	STANTON, FRANK W., & CO..		Fruit Importers	14 Vine st.
465	STEEL, EDW. T., & CO.....		Woolens	24 Bank st.
416	STERLING COAL CO.....		Coal.....	419 Walnut st.
11	STETSON, D. S., & CO.....		Ship Brokers	109 Walnut st.
409	STETSON, J. N., & CO.....		Ship Brokers	208 Walnut st.
666	STETSON, JOHN B., CO.....		Hat Manufacturers...	1754 N. Fourth st.
406	STRAWBRIDGE & CLOTHIER		Dry Goods.....	Eighth & Market sts.
643	SULLIVAN, WM. H.....	} with O. G. Hempstead & Soil.....	Custom House Bro- kers	} 425 Chestnut st.
185	SUTTON & CO.....		Shipping and Com- mission.....	} 147 S. Front st.
654	SUTTON & VANSANT.....		Coffee Importers.....	120 S. Front st.

T

507	TAYLOR'S, CHAS. M., SONS... "Grain Elevator"	Steamship Agents	17 Merchants' Exchange
617	THOMPSON, H. J.....	Stevedore.....	235 Marriott st.

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
608	TRACY, JAMES C.....		Towing.....	113 Walnut st.
347	TRADESMEN'S NATIONAL BANK.....			Drexel Building.
670	TURNER, ALFRED,	} with Peter Wright & Sons	} Steamship & Com- mission Agents...}	} 305 Walnut st.
469	TYGERT-ALLEN FERTIL- IZER CO., THE.....		Fertilizers.....	} 2 Chestnut st.

U

433	UNITED GAS IMPROVE- MENT CO., THE.....			813 Drexel Building.
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V

543	VANDEGRIFT, F. B., & CO...}		Custom House Bro- kers.....	} Provident Building.
575	VIRDEN, JOHN P.....	} Manager Pilot Boat "Bayard".....		202 S. Second st.
529	VON BOYNEBURGK, F. A.....	Reakirt Bro. & Co.....	Coal.....	218½ Walnut st.

W

401	WALKER, CHARLES L.....		Towing.....	217 Walnut st.
597	WALL, HARRY M.....	with Augustus Wall.....	Towing.....	217 Walnut st.
568	WALLS, ROBERT.....		Stevedore.....	2123 S. Fifth st.
196	WATTSON, THOS., & SONS....		Commission.....	301 Provident Building.
377	WELSH, S. & J.....		Commission.....	304 Walnut st.
480	WENIGER, HANS.....	Elwert & Weniger.....	Passage Agents.....	484 N. Third st.
198	WESENBERG & CO.....		Ship Brokers.....	122 S. Second st.
4	WESTERGAARD, L., & CO....		Ship Brokers.....	138 S. Second st.
478	WESTERN NATIONAL BANK			408 Chestnut st.
563	WESTINGHOUSE ELEC- TRIC AND MANUFACT- URING COMPANY OF PITTSBURG, PA.....	} Chas. A. Bragg, Agent.....		Girard Building.
587	WHITECAR, DAVID.....	Joseph Whitecar.....	Machinist.....	10 Pine st.
199	WHITALL, TATUM & CO.....		Glass	410 Race st.
487	WILLIAMS, CHARLES.....		Insurance.....	420 Walnut st.
438	WILLIAMSON BROS.....		Hoisting Machines ...	Richmond & York sts.
461	WILLIAMSON & CASSEDY		Railroad Supplies.....	526 Market st.
644	WILSON, CHARLES.....	with E. H. Fidler & Co.....	Cordage.....	23 N. Water st.
380	WINSMORE, THOMAS.....		Ship Supplies.....	123 Walnut st.
202	WINSOR, HENRY, & CO.....		Steamship Agents....	338 S. Delaware av.
331	WISTER, L. & R., & CO.....		Iron	257 S. Fourth st.
405	WOOD, BROWN & CO.....		Dry Goods.....	824 Market st.
5	WRIGHT, PETER, & SONS...}		Steamship & Com- mission Agents...}	} 305 Walnut st.
674	WRIGHT, PETER, & SONS.....	Gen. Agts. Red Star Tugs..	Towing.....	305 Walnut st.
664	WRIGHT, THOS. H.....		Stevedore.....	127 Walnut st.
443	WYETH, JOHN, & BRO.....		Chemists.....	11th & Washington av.

Y

378	YARNALL, ELLIS, & SON		Chemical Importers..	105 S. Front st.
613	YOUNG, P. F.	} General Manager Phila- delphia Shipping Co..}	Steamship & Com- mission Agents...}	} 303 Walnut st.

HONORARY MEMBERS

OF

THE PHILADELPHIA MARITIME EXCHANGE.

<i>Name.</i>	<i>Duty in Philadelphia.</i>	<i>When Elected.</i>
GEN. W. F. RAYNOLDS, U. S. CORPS OF ENGINEERS.	Lighthouse Engineer.....	September 19th, 1881.
LIEUT.-COL. WM. LUDLOW, U. S. CORPS OF ENGINEERS.....	} In charge Harbor Improve- ments.....	} September 19th, 1881.
CAPT. FRED. ROGERS, U. S. NAVY.....		
LIEUT. W. H. H. SOUTHERLAND, U. S. NAVY.....	Branch Hydrographic Office..	December 17th, 1883.
THEO. F. TOWNSEND, U. S. SIGNAL SERVICE.....	Weather Bureau.....	December 17th, 1883.
MAJ. W. H. HEUER, U. S. CORPS OF ENGINEERS.....	} In charge Harbor Improve- ments.....	} April 21st, 1884.
LIEUT. A. B. WYCKOFF, U. S. NAVY.....		
LIEUT.-COL. HENRY M. ROBERT, U. S. CORPS OF ENGINEERS.....	} In charge Harbor Improve- ments.....	} February 16th, 1885.
CHARLES LAWRENCE.....		
COM. J. J. READ, U. S. NAVY.....	Harbor Master	March 21st, 1887.
CAPT. HAMILTON MURRELL.....	Lighthouse Inspector	April 23d, 1888.
COM. F. M. GREENE, U. S. NAVY.....	} Commanding British Steam- er "Missouri".....	} April 24th, 1889.
MAJ. C. W. RAYMOND, U. S. CORPS OF ENGINEERS.....		
COM. P. F. HARRINGTON, U. S. NAVY.....	} Commanding Schoolship "Saratoga".....	} December 23d, 1889.
CAPT. F. A. MAHAN, U. S. CORPS OF ENGINEERS.....		
LIEUT.-COM. E. H. GHEEN, U. S. NAVY.....	In charge Harbor Improve- ments.....	April 7th, 1890.
CHRISTIAN K. ROSS.....	Lighthouse Inspector.....	September 22d, 1890.
COM. GEO. C. REITER, U. S. NAVY.....	Lighthouse Engineer.....	September 22d, 1890.
LIEUT. R. M. HUGHES, U. S. NAVY.....	Branch Hydrographic Office ..	October 26th, 1891.
	Master Warden.....	October 26th, 1891.
	Lighthouse Inspector.....	March 26th, 1894.
	Branch Hydrographic Office ..	March 26th, 1894.

